

A Guide to the

2009 Transportation Improvement Program (TIP)

For the Nine-County San Francisco Bay Area

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MTC Resolution No. 3875

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2009 TIP Contents

Page
Number

A Guide to the Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP)	1
The 2009 TIP: Features and Highlights	1
Investment Decisions: <i>Transportation 2030</i> and the TIP.....	2
TIP Development	6
TIP Development Schedule	9
Title VI Compliance	10
Public Participation Process	10
Revisions to the TIP	13
Relationship of TIP to Other Federal and State Transportation Programs.....	13
TIP Period.....	14
Fund Sources Programmed in the TIP	14
Project Funding Selection	16
Air Quality Conformity	17
Group (Lump Sum) Listings in the TIP	17
Americans with Disabilities Act (ADA) Compliant Projects	18
Implementation of TIP Projects.....	18
Project Funding Delivery	19
Fund Management.....	20
Annual Listing of Obligated Projects	20
Expedited Project Selection Process	20
Financial Constraint.....	22
Primary Funding Programs	23

2009 TIP Contents (cont.)

Page
Number

Figures

1. Financial Constraint	30
2. Programmed TIP Funds by Source (FY 2008-09 to FY 2011-12).....	31
3. Programmed TIP Funds by Mode and Purpose (FY 2008-09 to FY 211-12)	32
How to Read the Project Listings	33
Web Page Access.....	35
Financially Significant Projects in the 2009 TIP	37
Contacts for Questions About the TIP	43



2009 TIP Contents (cont.)

Page
Number

Transit Project Listings

Financial Capacity Assessments and Transit Project Listings

Alameda Contra Costa Transit District (AC Transit).....	45
Bay Area Rapid Transit District (BART)	53
Central Contra Costa Transit Authority	67
Eastern Contra Costa Transit Authority (TriDelta).....	75
Fairfield/Suisun Transit.....	81
Golden Gate Bridge, Highway and Transportation District.....	85
Livermore Amador Valley Transit Authority	93
Napa County Transportation Planning Agency	99
Peninsula Corridor Joint Powers Board (Caltrain).....	103
San Francisco Municipal Transportation Agency	113
San Mateo County Transit District (SamTrans).....	131
Santa Clara Valley Transportation Authority (VTA).....	137
City of Santa Rosa (Santa Rosa CityBus).....	149
Sonoma County Transit.....	153
City of Vacaville.....	157
City of Vallejo	161
Western Contra Costa Transit Authority (WestCAT).....	171
Various Agencies	177

Roadway Project Listings

County Summaries and Roadway Project Listings

Alameda County.....	213
Contra Costa County.....	245
Marin County	281
Napa County	295
San Francisco City and County.....	303
San Mateo County.....	323
Santa Clara County	343
Solano County.....	373
Sonoma County.....	391
Multiple Counties.....	409
Toll Bridges	419



2009 TIP Contents (cont.)

Appendix
Number

Appendices

Adoption of the 2009 TIP	
MTC Resolution No. 3875	A-1
Project Selection Processes	
Regional Transit Expansion Program	
MTC Resolution No. 3434	A-2
Policies and Procedures for the Transportation for Livable Communities (TLC) Capital Funding Program of Projects	
MTC Resolution No. 3483	A-3
Guidance for SAFETEA First Cycle Programming of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds in FY 2003/04 - 2004/05	
MTC Resolution No. 3536	A-4
Guidance for SAFETEA Second Cycle Programming of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds in FY 2005/06 - 2006/07	
MTC Resolution No. 3615	A-5
Program Guidelines for MTC's Regional Bicycle and Pedestrian Program Funded with CMAQ Program Funds	
MTC Resolution No. 3644	A-6
Guidance for Programming SAFETEA First Cycle Augmentation Program of Projects Funded with FY 2004/05 Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds	
MTC Resolution No. 3695	A-7
Guidance for SAFETEA Third Cycle Programming of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds in FY 2007/08 - 2008/09	
MTC Resolution No. 3723	A-8
MTC's Lifeline Transportation Program Guidelines	
MTC Resolution No. 3726	A-9
Project Priorities for the FY 2006-07 FTA Elderly and Persons with Disabilities Program (Section 5310)	
MTC Resolution No. 3749	A-10
Coordinated Public Transit-Human Services Transportation Plan	
MTC Resolution No. 3787	A-11
2006 Regional Transportation Improvement Program (RTIP) Augmentation Program Policies, Procedures, and Project Selection Criteria	
MTC Resolution No. 3790	A-12



2009 TIP Contents (cont.)

Appendix
Number

Guidance for Policy and Programming of Third Cycle Congestion Mitigation and Air Quality Improvement Program (CMAQ) Bonus Program Funds MTC Resolution No. 3831	A-13
FTA Nonurbanized Area Formula (Section 5311) Program of Projects for FY 2008-09 MTC Resolution No. 3838	A-14
2008 Regional Transportation Improvement Program (RTIP) MTC Resolution No. 3840	A-15
San Francisco Bay Area Transit Capital Priorities (FTA Sections 5307 and 5309) Process and Criteria MTC Resolution No. 3841	A-16
FTA New Freedom (Section 5317) Program of Projects for FY 2005-06 MTC Resolution No. 3847	A-17
Air Quality Conformity Analysis MTC Resolution No. 3876	A-18
Regional Policy for Enforcing Funding Deadlines and Project Substitution Requests for Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds MTC Resolution No. 3606	A-19
Project Review Criteria and Procedures MTC Resolution No. 3115	A-20
Projects Compliant with Americans With Disabilities Act (ADA) Requirements	A-21
Annual Listing of Federally Obligated Projects for Federal Fiscal Year 2007	A-22
Fund Code Description.....	A-23
Financial Plan	A-24
Projects Being Added Into the Approved 2009 TIP	A-25
Projects Being Archived Before 2009 TIP Approval	A-26
Grouped Listings in the 2009 TIP	A-27
Air Quality Exempt Codes	A-28
MTC Public Participation Plan for the San Francisco Bay Area MTC Resolution No. 3821	A-29
Response to Public Comments on Draft 2009 TIP	A-30
TIP Revision Process and Procedures	A-31

The Transportation Improvement Program (TIP)

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation capital projects that receive federal funds or are subject to a federally required action or are regionally significant. The Metropolitan Transportation Commission (MTC), as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, prepares and adopts the TIP at least once every four years. The TIP covers a four-year period and must be financially constrained by year, meaning that the amount of dollars committed to the projects (also referred to as “programmed”) must not exceed the amount of dollars estimated to be available. The TIP must include a financial plan that demonstrates that programmed projects can be implemented. Adoption of the TIP must be accompanied by an evaluation and finding of air quality conformity. Federal regulations also require an opportunity for public comment prior to TIP approval.

Transit, highway, local roadway, bicycle and pedestrian investments are included in the TIP. Apart from some improvements to the region’s airports, seaports, and privately owned bus and rail facilities, all regionally significant transportation projects or projects requiring federal action are part of the TIP. All projects included in the MTC-prepared TIP must be consistent with the Regional Transportation Plan (RTP) for the Bay Area.

The 2009 TIP: Features and Highlights

- The 2009 TIP addresses the requirements under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Approximately every six years, the U.S. Congress adopts a transportation act—an authorization to spend tax dollars on highways, streets, roads, transit and other transportation related projects. The current transportation act is called SAFETEA-LU, and was signed into law in August 2005.
- The 2009 TIP includes approximately 1028 transportation projects that are inclusive of several grouped listings or lump-sum entries for certain program categories, such as state highway maintenance
- The 2009 TIP covers four years of programming for fiscal years 2008-09 through 2011-2012.
- The 2009 TIP includes committed federal, state, and local funding of approximately \$12.9 billion during the 4 year TIP Period.
- The 2009 TIP includes total project funding (that includes the funding prior to, within the TIP Period and after the four-year TIP period) totaling \$41.8 billion.

The 2009 TIP may be viewed online on the MTC Web site, at: <http://www.mtc.ca.gov/funding/tip>

As an added feature, individual project listings may also be viewed interactively with the latest information as the TIP is amended through MTC's online (web based) Fund Management System (FMS) at http://www.mtc.ca.gov/funding/fms_intro.htm.

Some of the listed projects have been mapped to present the online reader with a visual location of the project. Those without access to the Internet may view a printed copy of the project listings at the MTC-ABAG Library in Oakland at 101 Eight Street, and at major public libraries in the Bay Area.

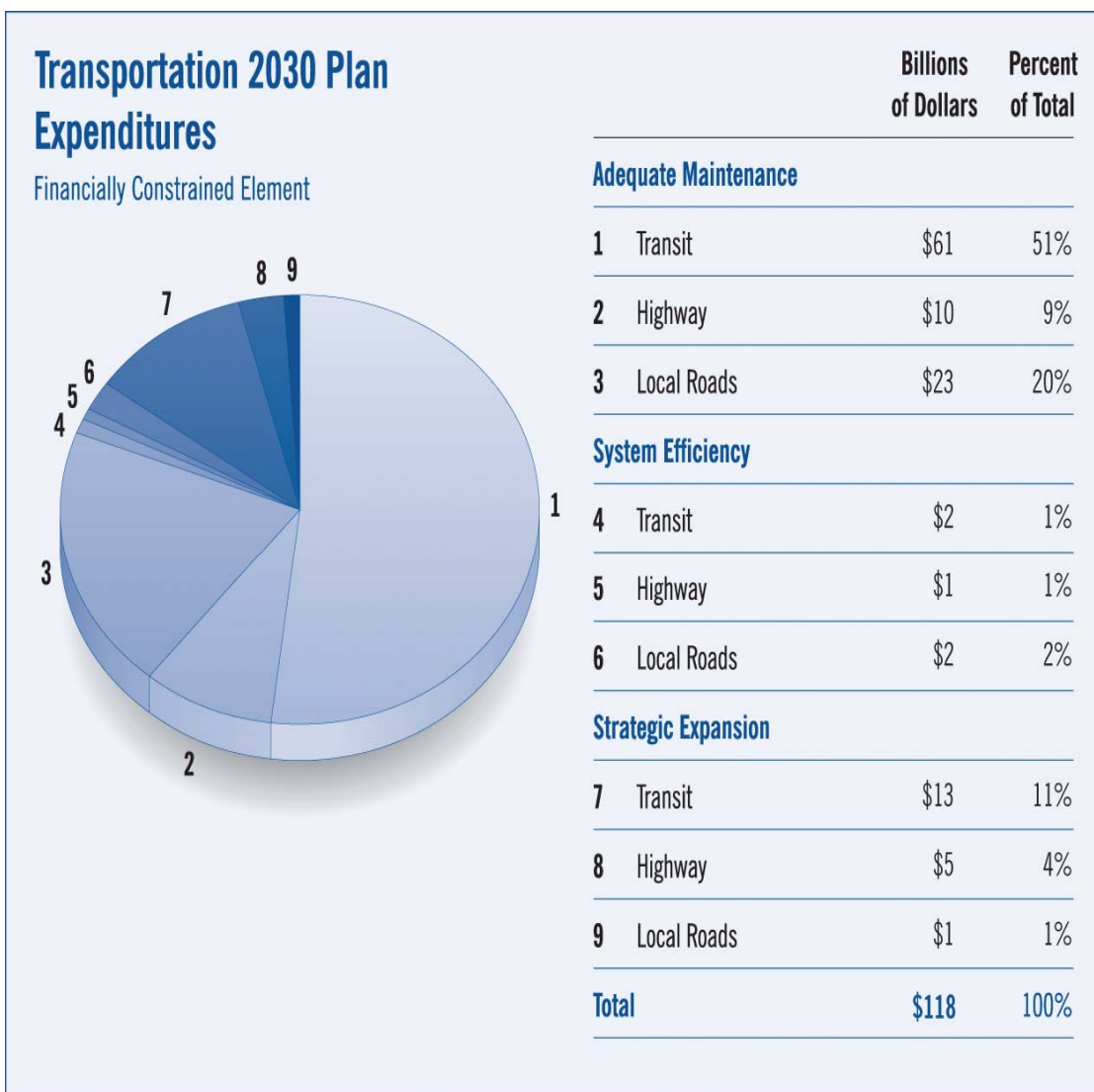
Investment Decisions: *Transportation 2030* (RTP) and the TIP

The current Regional Transportation Plan (RTP) priorities, *Transportation 2030*, guide all MTC programming decisions made by the Commission. *Transportation 2030* is the Bay Area's comprehensive roadmap to guide transportation investment over 25 years. The RTP establishes the financial foundation for how the region invests in our transportation system by identifying how much money is available to address critical transportation needs and sets the policy on how this funding is to be spent on transportation needs. The RTP is updated every four years to reflect new planning priorities and changing projections of growth and travel demand, based on a realistic forecast of future revenues. The program of projects in the RTP must also help protect regional air quality. Currently, MTC staff in cooperation with its transportation partners, other planning agencies, and stakeholders are currently developing an update to the RTP, known as Transportation 2035. This update is scheduled to be adopted in the winter of 2009, after the Commission adoption of the 2009 TIP. Therefore, subsequent updates to this 2009 TIP will reflect Transportation 2035 priorities.

Transportation 2030 dedicates 80% of the \$118 billion in projected transportation revenues over the 25-year period to maintaining the region's current transportation network of transit, local streets and roads, and highways. As illustrated below, the other broad areas of investment include system efficiency at 4% of the investment, and strategic expansion projects at roughly 16%.

The policies of *Transportation 2030* (T-2030), the Bay Area's regional transportation plan, favor the sustaining and maintaining of the transportation system as the first line need, by funding 75% of the transit capital shortfall (100% of fixed assets and rolling stock) needs) and all of the streets and roads maintenance on the Metropolitan Transportation System (MTS). *Transportation 2030* evaluates and formulates funding strategies to support all the components of the Bay Area's transportation system including but not limited to transit operations and capital maintenance, the operation and maintenance of the state and local road systems, and transportation system management. Where shortfalls have been identified, *Transportation 2030* identifies strategies to address these shortfalls.

The Bay Area's Transportation Plan, *Transportation 2030* is available in its entirety on MTC's website at www.mtc.ca.gov/planning/2030_plan/index.htm. The plan's policies and strategies for estimating and ensuring maintenance needs for transit, local streets and roads, and California State highways are carried through to the 2009 TIP, discussed below.



By comparison, the TIP covers a four-year period and includes roughly \$26.8 billion in revenues and \$12.9 billion in programming. For the TIP, the breakdown of expenditures is roughly:

- Adequate Maintenance - \$4.5 billion, or 35%
- System Efficiency - \$1.3 billion, or 10%
- Strategic Expansion - \$7.0 billion, or 55%

More detail on the mode and purpose of projects in the TIP is included as Figure 3.

A brief discussion of the three primary investment categories from the RTP and the more specific near-term funding strategies in the TIP follows. For more detail, the “Investment Plan” from *Transportation 2030* can be found in Appendix A-24, “Financial Plan”.

Adequate Maintenance: This investment category includes rehabilitation and replacement of transit vehicles and facilities as well as the upkeep of freeways and local roadways.

Some of the most significant projects that the region is currently undertaking to ensure adequate maintenance are the retrofit of the East Span of the Bay Bridge and the earthquake safety program for BART (refer to “Financially Significant Projects in the 2009 TIP” on pages 45 and 46). One of the main differences between the TIP and *Transportation 2030* is that much of the revenue for streets and roads rehabilitation is through gas tax subventions that are included in the RTP but are not required to be part of the TIP, because these projects are funded with local dollars. In terms of near-term programming, the region has set-aside roughly \$139 Million in STP funds for both road and transit rehabilitation, which have already been programmed in the TIP.

System Efficiency: This investment category attempts to squeeze more capacity out of the region’s existing infrastructure, broaden access to mobility for bicyclists, pedestrians, and wheelchair users and low-income families, and to implement strategies for protecting the region’s open space and environment.

During this four-year period, the region has programmed funds to bike and pedestrian projects, Transportation for Livable Communities (TLC) projects, Lifeline Transportation Program projects, the Spare the Air program, safety projects and security projects for Bay Area transit operators and regional operations program such as the 511 program, regional rideshare, transportation marketing, freeway operations, incident management, and regional signal timing and technical assistance.

Strategic Expansion: This investment category targets investments to expand transportation facilities, where those projects yield high productivity. These investments include high occupancy/toll lanes, highway and rail expansions, transit oriented development policies, goods movement, rapid bus routes/express bus service, etc. All major transit expansions in the TIP are part of MTC Resolution 3434 (Appendix A-2, “Regional Transit Expansion Policy”), which represents the region’s consensus agreement on Bay Area transit expansion.

Major strategic expansion projects with the highest levels of programming in the 2009 TIP include among others the following:

- BART extension from Fremont to Warm Springs
- Transbay Terminal in San Francisco / Caltrain Downtown Ext - Ph.1
- Caldecott Tunnel 4th bore
- AC Transit Bus Rapid Transit
- State Route 4 East Widening from Somersville to SR 160

For the complete list of projects with the highest level of programming in the 2009 TIP, refer to “Financially Significant Projects” later in this document.

As mentioned above, the impact of the TIP on regional air quality also must be evaluated. In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations.

Regional Transportation Plan (RTP) Consistency

Only projects consistent with the Regional Transportation Plan (RTP) were included in the 2009 TIP as required by federal law. This means that even fully funded projects were excluded from

the 2009 TIP if they were inconsistent with the RTP. Projects are reviewed for consistency with the RTP, as they are submitted for various funding programs, and as they are amended into the TIP for the first time. Consistency also includes the requirement that project costs in the TIP do not exceed those in the RTP's funding constrained investment plan.

The next update of the Regional Transportation Plan is scheduled for adoption in early 2009. The 2009 TIP will be updated concurrently with adoption of the new RTP.

System Preservation, Operation, and Maintenance Costs

Both the TIP and the Plan need to take into account the estimated costs of maintaining and operating the total transportation system. The 2009 TIP is the programming document that implements the policies and projects contained in *Transportation 2030*. *Transportation 2030* emphasizes system preservation, operations and maintenance. Firstly, projects, which are directly programmed by the Commission are selected through criteria that have their basis in a number of key programs developed to address transportation needs expressly identified in *Transportation 2030*. For example, MTC's Local Streets and Roads Rehabilitation Shortfall Program provides funding to project sponsors in counties based rehabilitation needs identified in the Plan. Also FTA Formula funding programs among other funding programs fully address transit operators' maintenance needs in the context of sustainable levels of operating transit service. Secondly, funding to projects programmed to the region by entities other than MTC, such as the State, are included into the TIP. In particular State Highway Operation and Protection Program (SHOPP) is incorporated into the TIP to meet the operation and maintenance requirements of the State highway system. Below are key programs in the TIP which address system preservation, operation, and maintenance of the transportation system:

- **State Highways: State Highway Operation and Protection Program (SHOPP):** The SHOPP is a program of projects administered by Caltrans designed to preserve and protect the existing State highway system. The California Department of Transportation is required to prepare a 10-year plan for the rehabilitation and reconstruction of all state highways and bridges. The plan then becomes the basis for developing the SHOPP. SHOPP projects fall into six major categories: Collision Reduction, Bridge Preservation, Roadway Preservation, Roadside Preservation, Mobility and Emergency Response. Projects are approved for inclusion in the SHOPP on a statewide competitive basis, initiated by the Caltrans' District Offices, with safety as the highest priority.
- **Local Streets and Roads:** Local Streets and Roads maintenance costs for San Francisco Bay Area roadway infrastructure (pavement, non-pavement and locally owned bridges) are determined using a process that incorporates pavement management databases, surveys filled out by jurisdictions along with some work performed by consultants. Pavement maintenance includes preventative maintenance treatments of the existing street/road network that significantly extend pavement life or, if necessary, major rehabilitation or reconstruction. Non-Pavement maintenance is defined as items necessary for a functioning local street and road network, excluding pavement. This includes such items as storm drains, traffic lights and safety, pedestrian walkways, storm damage, ADA compliance and retaining walls. Local Bridge maintenance involves the upkeep of just locally owned bridges. All but one (108 of 109) of the Bay Area jurisdictions utilize MTC's Pavement Management Program software. The software allows jurisdictions to inventory their street network, determine the maintenance needs of that network, and devise maintenance programs based on available revenues and

recommendations made by the software. Jurisdictions are required to submit a copy of their Pavement Management Program software to MTC on a bi-annual basis, with MTC funding technical assistance projects to ensure this occurs. The 25-year pavement need estimate was determined by running an “unconstrained budget needs analysis” for each jurisdiction using the Pavement Management Program software model. For those few jurisdictions that do not use the MTC Pavement Management Program, their pavement need was determined by using the ratio of the jurisdiction’s centerline miles to the total county centerline miles, and assigning those jurisdictions a proportionate amount of need based on that ratio. An extensive inventory of region wide needs on the local streets and roads system is continuously updated using MTC’s Pavement Management System and the assistance of the Local Streets and Roads Committee, composed of local agencies. This information feeds into the Regional Transportation Plan and into the MTC Local Streets and Roads Shortfall Program, which directs funding to streets and roads rehabilitation projects, which are programmed in the TIP.

- **Transit Operations and Rehabilitation:** The TIP includes a Financial Capacity Assessment for each of the major operators, which assesses the financial state of the transit operator, by evaluating its ability to maintain its existing capital plant and service operations. The basis for this analysis is each operator’s short-range transit plan (SRTP). The SRTP is updated at least every two years, and is funded by FTA 5303 formula funding. SRTP Guidelines (see <http://www.mtc.ca.gov/funding/FTA/index.htm>), adopted by the Commission, outline a list of minimum requirements. The most central objective of the SRTP is to demonstrate that the operator is planning a sustainable level of transit service over the planning period, usually ten years, including rehabilitation and replacement of capital assets. This analysis relies on MTC projections of Federal, State, and local sales tax revenues. Beyond this sustainability analysis, the operator will also justify the basis for expanding service and capital facilities, and the underlying financial capacity to do so without adversely impacting current maintenance and operations functions. As part of the TIP Development process, Financial Capacity Assessments are conducted for the major transit operators in the Bay Area Region, which are based on their short-range transit plans. Refer to the Transit Project Listing for these assessments.

TIP Development

MTC develops the draft TIP in cooperation with the Bay Area Partnership and its constituent members including individual cities and counties, transit operators and other project sponsors. The Partnership consists of federal and state agencies, county Congestion Management Agencies (CMAs), public transit providers, and city and county public works representatives. The Board provides a forum for top managers of the region’s transportation system to contribute to the policy-making and fund programming activities of MTC, and to improve coordination within the region. The Partnership, working through its committees and task forces, played a significant role in the selection of projects programmed in the 2009 TIP.

Central to developing the draft TIP is MTC’s process for deciding how to invest “flexible” federal dollars, meaning those funds that can be used on a variety of transportation needs, be they local streets, bus replacements, rail extensions, a new freeway interchange or bicycle and pedestrian routes. To develop a plan for spending funds in the federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ), MTC

works closely with local partner agencies and its citizen-based advisory committees to develop regional priorities.

MTC has adopted a policy to use these flexible federal funds for system preservation, maintenance and more efficient operation of the existing transportation system, which complements the programming of state and local funds primarily for expansion projects. MTC's policy also calls for funding transportation projects that would not be eligible for other funding sources, such as small-scale, community-oriented development linking land use and transportation.

The draft TIP also includes federal funds that are returned to the region by statutory formula for transit capital and, in very limited circumstances, operating purposes. These funds constitute a baseline of capital revenue for transit operators, which are also able to compete for other discretionary funds.

Most of the projects in the 2009 TIP are carried over from the 2007 TIP. To decide which projects to carryover, MTC asked project sponsors of projects in the 2007 TIP to indicate which of their projects had been completed, were well underway or were still in planning or early implementation stages. During the preliminary review of the draft TIP, project sponsors also were allowed to propose new projects to be included in the 2009 TIP. A list of all new projects was provided to the Air Quality Conformity Task Force (MTC's inter-agency consultation group for air quality purposes) prior to being added into the draft TIP. This list of new projects can be found in the following table.

List of New Projects Being Added into the Approved 2009 TIP

PROJECT INFORMATION				RTP STATUS			Air Quality		
County	Project Sponsor (Funding Agency)	Mode	Description	RTP ID	In Financially Constrained Element (YES/NO)	In Vision Element (YES/NO)	Complete & Operation By 2006, 2015, 2025, 2030	Exempt/ Non- Exempt	Regionally Significant
Contra Costa	Incorporated Contra Costa County	Local Road	Extend Soto Street (a local road) from Market Avenue to Parr Blvd.	22610	YES	NO	2015	Non-Exempt	No
Contra Costa	Pleasant Hill	Local Road	Widen Buskirk Avenue (a local road) between Monument Boulevard and Hookston Road.	22609	YES	NO	2015	Non-Exempt	No
Alameda	WETA	Transit	Alameda-Oakland Ferry Main Street Barge. Replace 60-year old float/barge at the Main Street ferry terminal in Alameda.	21017	YES	NO	2015	Exempt	No
Contra Costa	Danville	Local Road	Green Valley Road rehab from Diablo Road to Stone Valley Road.	22769	YES	NO	2015	Exempt	No
Contra Costa	Danville	Local Road	Diablo Road pavement rehabilitation and drainage improvements	94553	YES	NO	2015	Exempt	No
Contra Costa	Danville / San Ramon	Transit	Operate a school bus program starting in FY 2010 in the peak hours to relieve congestion near schools in the San Ramon and Danville area	22402	YES	NO	2015	Exempt	No
Contra Costa	Martinez	Bike - Ped	Construct a 19-foot wide bike overcrossing to span from DiMaggio Drive to Escobar Street, within the Martinez Waterfront Park.	21202	YES	NO	2015	Exempt	No
Contra Costa	Richmond	Local Road	Carlson Blvd street reconstruction and restriping from Tehama to San Jose	22610	YES	NO	2015	Exempt	No
Regional	BART	Transit	Rail Vehicle Replacement Program. Replace aging revenue vehicles to ensure continued safety and reliability for the BART patrons.	94525, 94556, 94635, 21876	YES	NO	2025	Exempt	No
Santa Clara	VTA	Transit	Santa Clara/Alum Rock Transit Improvement/BRT - Improve existing BRT lines (the 522 El Camino and the 523 Stevens Creek) in the Santa Clara/Alum Rock Corridor including the following: signal prioritization, acquiring new vehicles with low-floor boarding,	22014	YES	NO	2015	Exempt	No

Once the 2009 Draft TIP has been developed, it is then released for a 30-day public review and comment period. As part of the public review process, the draft document is sent to 34 major libraries throughout the Bay Area as well as the MTC-ABAG library. Notices are also sent to an extensive list of interested parties including transportation agencies, other state, federal and tribal agencies and other transportation interests with the objective to continue the consultation process for transportation planning and investments in the Bay Area. The 2009 Draft TIP is also submitted through intergovernmental review, via the Association of Bay Area Government's Regional Clearinghouse, which notices all local agencies in the Bay Area and receives their comments. The document can be downloaded from the MTC website (www.mtc.ca.gov). A public hearing is also conducted to solicit public comment. After the close of the public comment period, MTC's response to significant comments is compiled into Appendix A-30, in the Final 2009 TIP. This review process is conducted according to the Public Participation Plan (PPP) process adopted by MTC. The PPP is detailed in a later section.

After the public comment period, the 2009 TIP document is then presented to the Commission's Programming and Allocations Committee. After its review, the Committee forwards the document to the full Commission for adoption. After Commission adoption, it is sent to the Caltrans Office of Federal Programs for inclusion into the California Federal Statewide Transportation Improvement Program (FSTIP) or Statewide TIP. After review and approval by Caltrans, the PSTIP is forwarded to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their review and approval. Approval by FHWA/FTA constitutes the final approval of the TIP.

TIP Development Schedule

February 27, 2008:	Air Quality Conformity Task Force Meeting
March 10, 2008:	First Consultation / Scoping Workshop
March 13, 2008:	Second Consultation / Scoping Workshop
March 28, 2008:	Draft 2009 TIP and Draft AQ Conformity Analysis released for public review and comment.
April 9, 2008:	Public Hearing (during Programming and Allocations Committee meeting).
May 1, 2008:	Close of 2009 Draft TIP/AQ Conformity Analysis public review and comment period.
May 14, 2008:	MTC Policy Advisory Committee Review of Draft TIP and AQ Conformity Analysis and referral to Commission
May 28, 2008:	Final 2009 TIP and Final AQ Conformity analysis approved by Commission

June 30, 2008: 2009 TIP submitted to Caltrans / AQ Conformity Analysis submitted to FHWA/FTA

December 1, 2008: 2009 TIP Approval by FHWA / FTA (anticipated date)

Title VI Compliance

Investments made in the TIP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and subsequent Civil Rights Restoration Act, and series of federal statutes enacted pertaining to environmental justice, are critical to regional planning and programming decisions. The fundamental principles of environmental justice include:

- Avoiding, minimizing or mitigating disproportionately high and adverse health or environmental effects on minority and low-income populations;
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities.

The decision process by which new projects are selected for inclusion in the TIP must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

Public Participation Process

MTC is committed to a public involvement process that is transparent, proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in MTC's Public Participation Plan (PPP) Resolution No. 3821. The Public Participation can be downloaded from MTC's website at

http://www.mtc.ca.gov/get_involved/participation_plan.htm, and is included in Appendix A-29.

The PPP includes, but is not limited to the following elements:

- Posting information in a timely manner on the MTC Web site and in the MTC-Association of Bay Area Governments (ABAG) Library. Additionally MTC maintains a master database, which allows MTC to send targeted mailings to keep the public updated on the specific issues they are interested in.
- The Web site provides information about MTC's projects and programs, the agency's structure and governing body and upcoming public meetings and workshops. It contains all of MTC's current planning and programming documents, and library publications. The site also includes Commission meeting agendas and packet materials, and members of

the public are able to listen live to Commission meetings via Web audiocasts. These audiocasts which are also archived for several months, making it possible for interested parties to “tune in” at their convenience to all Commission and standing committee meetings held in the MetroCenter’s Lawrence D. Dahms Auditorium.

- Robust public involvement programs for major MTC planning activities, most notably MTC’s long-range transportation plan, *Transportation 2030*. Meetings were held throughout the region at times and locations that are accessible by public transportation (including evening meetings). A wide range of stakeholder organizations were targeted for participation, and community-based organizations are contracted with to help MTC design the meetings in such a way as to encourage participation in low-income and minority communities. Special emphasis was given to seeking comments on funding priorities, including “budget games” that require individuals to make trade-offs in their spending decisions. Attractive graphics and visual displays were used to help tell the story.
- Consultation with MTC’s three advisory committees: the broad-based MTC Advisory Council, the Elderly and Disabled Advisory Committee and the Minority Citizens Advisory Committee. The advisory committees are consulted during the development of MTC policies and strategies, and their recommendations on various issues are reported directly to the Commission.
- MTC also conducts public opinion surveys of Bay Area residents to track public opinion on transportation issues.
- Members of the public may also request to receive meeting agendas and materials through the U.S. mail, and may subscribe to MTC’s monthly newsletter, which provides information about major Commission actions. MTC also publishes a range of documents to promote public participation, including “The ABCs of MTC” and “Moving Costs, a Guide to Transportation Funding in the Bay Area” among others. These documents are available on the internet at http://www.mtc.ca.gov/library/abcs_of_mtc/index.htm.

Public Participation Approach for the Transportation Improvement Program

The process for updating and amending the Transportation Improvement Program (TIP) is directed by procedures contained in the MTC Public Participation Plan. The following PPP flowchart sets forth the procedures for the update of the TIP. Appendix A-29 describes the procedures in detail.

TIP Update <i>[Procedures may not occur in order shown]</i>					
1 Notify public via TIP-INFO Notification (e-mail) Notify public, including RTP participants, via U.S. mail; use appropriate lists within MTC's database	2 Review by Bay Area Partnership	3 Intergovernmental consultation, as appropriate 30-day public review and comment period Draft TIP in MTC Library and mailed to major libraries throughout the Bay Area Posted on MTC Web site	4 Inform media, as appropriate MTC's response to significant comments compiled into an appendix in the final TIP Extend public review period by 5-days if final TIP differs significantly from draft TIP and raises new material issues	5 Review by an MTC standing committee, typically the Programming & Allocations Committee (a public meeting); referral to Commission	6 Adoption by Commission at a public meeting Approval by Caltrans Approval by Federal Highway and Federal Transit administrations (FHWA/FTA)

MTC has consulted extensively with agencies affected by transportation decisions, in the preparation of the current *Regional Transportation Plan, Transportation 2030*. For the 2009 TIP, this consultation was continued as follows:

- Project sponsors including the California Department of Transportation (Caltrans) local jurisdictions and transit operators: Project sponsors and their county Congestion Management Agencies (CMAs) reviewed and consulted with MTC on each of their respective projects in the TIP. Furthermore, through the Bay Area Partnership, these agencies are involved every step of the way in the establishment of MTC programs and the selection of project criteria and delivery of transportation projects contained in the TIP.
- Air Quality consultations on air quality issues occur through the Air Quality Conformity Task Force (including the BAAQMD as well as representatives of the US EPA, California Air Resources Board (ARB), Federal Highway Administration and Federal Transit Administration and state and local transportation agencies) which review the 2009 TIP and its air quality conformity analysis.
- Over 200 Notices on the 2009 Draft TIP were mailed out along with instructions on how to access and comment on the 2009 Draft TIP on the MTC website. The mailing roster targeted the agencies involved in the preparation of the Transportation Plan. Additionally, state agencies and local agencies were consulted through the Intergovernmental Review Process (Association of Bay Area Government's Area-wide Clearinghouse)

MTC is currently developing a RTP update, Transportation 2035. MTC's compliance with the California Environmental Quality Act (CEQA) for the RTP also serves as the framework to consult, as appropriate, in the development of the RTP with federal, state and local resource

agencies responsible for land use management, natural resources, environmental protections, conservation, and historic preservation. This consultation includes other agencies and officials responsible for other planning activities in the MTC region that are affected by transportation, to the maximum extent possible. This consultation also informs subsequent project selection and TIP programming processes.

- Two scoping workshop meetings were held on March 10, 2008 and March 13, 2008, to discuss preparation of the Draft Environmental Report required under the (CEQA) for the RTP Update and as consultation for both the T-2035 RTP and 2009 TIP. At those meetings, the development of the 2009 TIP was presented and connections with the RTP were highlighted. No issues were raised by the meeting participants regarding the 2009 TIP.

Revisions to the TIP

From time to time circumstances dictate that changes be made to the TIP following its adoption. Federal regulations permit changes to the TIP if the procedures for doing so are consistent with federal requirements for TIP development and approval, and consistent with federal procedures for revisions to the Federal Statewide Transportation Improvement Program (FSTIP). These changes, or “revisions,” should not be considered routine. MTC will consider such revisions when the circumstances prompting the change are compelling, and the change will not adversely affect air quality conformity or financial constraint findings of the TIP.

The TIP revision process is further outlined in the MTC TIP Revision Process and Procedures document included in the TIP Documentation and by the MTC Public Participation Plan, which is available in Appendix A-31.

Relationship of the TIP to Other Federal and State Transportation Programs

Federal Statewide Transportation Improvement Program

Just as each metropolitan region is required to develop a TIP, each state is required to develop a Federal Statewide Transportation Improvement Program (FSTIP) pursuant to federal regulations. The FSTIP includes all projects with federal funds, those that require a federal action and regionally significant transportation projects throughout the state. In California, regional TIPs are included in the FSTIP without modification once approved by the relevant Metropolitan Planning Organization (MTC, in the case of the Bay Area) and after the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) make their required financial constraint and air quality findings. Projects must be in the FSTIP before funding authorities, such as FTA, FHWA, or the California Department of Transportation (Caltrans), can “obligate” funds (i.e., commit funds to contract) and therefore, before sponsors can actually spend any of these monies.

State Transportation Improvement Program

The California Transportation Commission (CTC) is required to biennially adopt, and submit to the Legislature and the Governor, a State Transportation Improvement Program (STIP). The STIP is a comprehensive listing of all major projects to be funded from specified state funding programs, including certain federal funds that flow directly to the state. As a result, many of the projects that are included in the STIP must eventually be included in the regional TIPs and the FSTIP as well.

The bulk (75 percent) of the STIP consists of spending programs developed at the regional level throughout California, called the Regional Transportation Improvement Programs (RTIP). The CTC releases a Fund Estimate telling each region how much money it can expect to receive from various sources. This estimate is guided by statutory requirements that direct how the funds are divided up throughout the state.

Once MTC adopts the RTIP for the Bay Area, it is forwarded to the CTC. In turn, the CTC must accept the RTIP or reject it in its entirety and send it back to the region for revision.

Meanwhile, Caltrans proposes another element of the STIP for the CTC to adopt, known as the Interregional Transportation Improvement Program, or ITIP. The ITIP comprises the remaining 25 percent of STIP funding. It is intended to address transportation infrastructure needs that cross metropolitan boundaries and link the state's transportation system. For example, intercity rail, interregional highways and the like.

TIP Period

The number of years of programming included in the TIP varies by fund source. Under SAFETEA, four years of programming are contained in the 2009 TIP, Fiscal Years (FYs) 2008-09 through 2011-12. In the case of some FTA funded projects, carryover funding from prior TIPs is included and noted as "prior year carryover funding." In addition, estimated funding for projects in future years (beyond the four years that comprise the 2009 TIP) is included for information.

Fund Sources Programmed in the TIP

The 2009 TIP programs transportation funding from a wide variety of sources. Several of the major sources from which funds are programmed are:

Federal Transit Administration (FTA) Programs

- Section 5307
- Section 5309 Fixed Guideway
- Section 5309 (BUS)
- Capital Investment Grants

- Section 5310 Elderly and Disabled Program
- Section 5316 Job Access and Reverse Commute Program (JARC)
- Section 5317 New Freedom Program
- Federal Discretionary Programs (Earmarks)

Federal Highway Administration (FHWA) Programs

- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Other Federal Programs including high priority projects and other earmarks
- Urban Partnership Program (UPP) funds

State, Regional, and Local Programs

Not all state and local funds have to be programmed in the TIP. However, if these funds are used to match federal dollars described above, or if they are attached to projects that require federal approval or other formal federal action, or if the project funded is considered to be regionally significant, they must be included in the TIP. Such state and local fund sources can include the following:

- State Transportation Improvement Program (STIP), comprising the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP)
- Proposition 1B Bond Funds, approved by voters in 2006, which includes Corridor Mobility Improvement Account (CMIA), Trade Corridors Improvement Fund (TCIF), and Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds;
- State Highway Operations and Protection Program (SHOPP);
- Transportation Development Act (TDA) & State Transit Assistance (STA) funds;
- Proceeds from county half-cent transportation sales taxes, and sales taxes for transit;
- Regional Measure 1 (RM 1) and Regional Measure 2 (RM 2) bridge toll funds;

Various other funds programmed to regionally significant, locally funded projects.

Project Funding Selection

Development of Project Proposals

Ideas for projects emerge from a variety of planning efforts at the city, county, transit operator, and regional levels. Some of the major sources for projects are the county congestion management programs, countywide transportation plans, transit operator short-range transit plans, and the state highway planning process conducted by Caltrans. These efforts are then merged with the planning efforts of the Regional Transportation Plan. When the project scope, schedule, and budget are fully developed, the project may then be proposed for funding.

Project sponsors (the agencies designated to implement the projects) are responsible for initiating requests for TIP programming, applying for the programmed funds, and carrying their projects to completion. In the Bay Area, the implementing agencies include public transit operators, Caltrans, MTC, the Bay Area Air Quality Management District, the Congestion Management Agencies, the nine Bay Area counties, several joint power authorities, and the individual cities within each county.

Project Selection Criteria Processes

The process by which a project is selected for programming utilizing federal, state, and regional funds, depends on the type of project, and the specific fund source being sought. Once selected, the project is then eligible for inclusion in the TIP. Below is a listing of the major processes and MTC resolutions that describe the selection processes. The resolutions are available on the MTC Website at <http://www.mtc.ca.gov/funding/tip/> and as appendices to this document.

Regional Transit Expansion Program (RTEP)	Resolution No. 3434
Transportation for Livable Communities	Resolution No. 3483
SAFETEA STP/CMAQ – Cycle 1	Resolution No. 3536
SAFETEA STP/CMAQ – Cycle 2	Resolution No. 3615
Regional Bicycle and Pedestrian Program	Resolution No. 3644
SAFETEA STP/CMAQ – Cycle 1 Augmentation	Resolution No. 3695
SAFETEA STP/CMAQ – Cycle 3	Resolution No. 3723
Lifeline Transportation Program Guidelines	Resolution No. 3726
FTA Elderly and Persons with Disabilities Program	Resolution No. 3749
Coordinated Public Transit-Human Services Transportation Plan	Resolution No. 3787
2006 Regional Transportation Imp. Program (RTIP) Augmentation	Resolution No. 3790
SAFETEA STP/CMAQ – Cycle 3 CMAQ Bonus	Resolution No. 3831
FTA Nonurbanized Area Formula Program of Projects	Resolution No. 3838
2008 Regional Transportation Improvement Program (RTIP)	Resolution No. 3840
Transit Capital Priorities	Resolution No. 3841
New Freedom Program	Resolution No. 3847

Air Quality Conformity

Under federal law and regulations, the TIP must be analyzed by MTC to determine if it conforms to the Bay Area's approved federal Air Quality Plan (also referred to as the State Implementation Plan, or SIP). Motor vehicle emissions are modeled, considering all projects in the TIP, and must not exceed the Motor Vehicle Emissions Budget (MVEB) identified in the SIP and approved by EPA. In addition, the TIP must provide for the timely implementation of strategies to reduce emissions that are in the SIP, called Transportation Control Measures (TCMs).

Using the latest planning assumptions, MTC conducted a new air quality conformity analysis for the 2009 TIP. The conformity determination was made under the motor vehicles emissions budget contained in the 2001 1-Hour Ozone Attainment Plan for the ozone precursors and the 2000 Carbon Monoxide Maintenance Plan. The Transportation Control Measures (TCMs) A through E in the approved 2001 Ozone Attainment Plan have been fully implemented. All information on the timely implementation of TCMs in the Conformity Report is still current.

Copies of the analysis are included as Appendix A-18, to the TIP document and is available for public review at the MTC-ABAG Library, 101 Eighth Street, Oakland, and on the MTC Web Site at: <http://www.mtc.ca.gov/funding/tip/>

Group (Lump Sum) Listings in the TIP

Federal regulations 23 CFR 450.216 and 450.324 allow projects exempt from air quality conformity analysis listed under 40 CFR 93.126 & 127, Tables 2 & 3, to be grouped within the TIP. For the MTC region, local streets and road projects listed by city and projects within the Caltrans State Highway and Operation Program (SHOPP) may be listed in a single grouping or lump sum listing. Furthermore, other projects managed by Caltrans may also be included in a single grouping for designated federal programs at the request of Caltrans. Examples of Caltrans-managed groupings include, but are not limited to the following:

- State Highway Operations and Protection Program (SHOPP)
- Highway Bridge Program (HBP)
- Local Seismic Safety Retrofit
- Highway Safety Improvement Program (HSIP)
- High Risk Rural Roads Program (HR3)
- Safe Routes to School (SR2S)
- Local Section 130 / Grade Crossing

The process for including, or amending a project in the lump sum listing, must follow the process and procedures for state-managed grouped project listings, as agreed to by the California Federal Programming Group (CFPG), California Department of Transportation (Caltrans), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). It is intended that MTC's Group (Lump Sum) Listings in the TIP follow, and adhere to the provisions of the State-Managed Grouped Project Listings Process.

Americans with Disabilities Act (ADA) Compliant Projects

Another Federal requirement of the 2009 TIP is to identify projects implementing the Americans with Disabilities Act (ADA) required paratransit and key station plans.

The Americans with Disabilities Act (ADA) requires that public transportation services and facilities, including trains and rail stations, be accessible to persons with disabilities. Federal regulations allow each rail system operator to designate certain stations as key stations and to make these readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs. The detailed list of the projects that implement these regulations for each of the key stations is in Appendix A-21.

Implementation of TIP Projects

Once the 2009 TIP is approved by FHWA and FTA and included in the FSTIP, project implementation may proceed. The first step is generally project review. Under California Government Code § 66520, any application for federal or state funds for a transportation project must first be submitted to MTC for review as to its consistency with the Regional Transportation Plan. Project review requirements also include Intergovernmental Review (IGR), which gives other agencies and the public a formal mechanism to comment on a project before it receives federal approval. In addition, certain projects may be required to undergo project-level air quality conformity analysis, based on federal Clean Air Act requirements.

The type of project determines the level of review a project must undergo. Projects that are not capacity increasing are generally approved administratively when the TIP or TIP amendment is approved by MTC. Projects that are administratively approved are so denoted in the TIP. For all other TIP projects, at the time of submitting grant application(s), project sponsors must apply to MTC for review when a project is ready for funding and environmental documentation has been approved by FTA or FHWA. The review process adopted for each project is specified in the project listing report.

Once project review is completed, projects can receive allocations or obligations of programmed state or federal funds. Fund application and approval procedures vary according to the funding source involved. Project sponsors should discuss the specific fund application/approval procedures for their projects with the appropriate MTC staff.

Federal regulations require that the TIP list major projects from the previous TIP that were implemented. Appendix A-26 is the list of all the 163 projects being archived during the 2009 TIP process that were present in the 2007 TIP. This list does not include the projects that are in the 2009 TIP with no funding within the 2009 TIP Period but are listed in the TIP for illustrative purposes. In addition to meeting federal regulations, this also aids in monitoring the effectiveness of the programming process. The breakdown of the funds into federal, state and local funds of the archived projects is as follows.

Type of Funding	Total Project Cost	Percent Split	Cost within in the 2007 TIP Period	Percent Split
Federal	\$517,637,248	39.26%	\$21,226,239	7.62%
State	\$69,280,000	5.26%	\$52,429,000	18.83%
Local	\$731,431,820	55.48%	\$204,839,208	73.55%
Total	\$1,318,349,068	100.00%	\$278,494,447	100.00%

Project Funding Delivery

Delivering transportation projects within the estimated cost, scope and schedule has been one of the key issues in state transportation policy for many years. Most notably, SB 45 – Kopp (Chapter 622, Statutes 1997) and AB 1012 – Torlakson (Chapter 783, Statutes of 1999) established penalties for not delivering projects funded with STIP, STP or CMAQ funds within certain prescribed deadlines.

SB 45 and AB 1012 give regions, counties and sponsors real incentives to deliver projects more quickly by creating negative consequences – projects stand to lose their funding if not delivered according to schedule. Under AB 1012, regions must obligate STP and CMAQ funds apportioned to them within three years, or the state will redirect the funding to other projects. SB 45 established a complex series of project delivery deadlines for projects in the STIP. If these deadlines are not met, the funds are redirected to other projects, in some cases outside of the Bay Area.

The MTC region has maintained an excellent project delivery record, delivering 103% percent of the federal Obligation Authority (OA), and 89% percent of federal apportionment level through FY06/07. This outstanding delivery record is due to the hard work of project sponsors, Caltrans Local Assistance and the regional delivery policies developed by MTC and the Bay Area Partnership. In an effort to maintain this delivery record for SAFETEA and ensure that the maximum amount of federal funds continue to flow into the region, MTC and the Bay Area Partnership have revised the existing regional delivery policies. These revisions respond to increased scrutiny for federal and state funding deadlines, the current economic environment, and anticipated future federal and state policies regarding the availability of transportation funding.

Federal Requirements (TEA 21) – STP and CMAQ funds (among other programs) must be obligated within 4 years of apportionment. Funds not obligated are lost to the state.

State Requirements (AB 1012) – Regional STP and CMAQ funds must be obligated within 3 years of apportionment. Funds not obligated are lost to the region.

Region Requirements (MTC Resolution No. 3606) – Regional STP, CMAQ and other funds administered by FHWA, must be obligated in the year programmed in the TIP, which is the year of federal apportionment. Funds not obligated return to MTC for reprogramming. There are additional deadlines to ensure timely encumbrance, invoicing, liquidation and project closeout.

Fund Management

Federal funds are to be programmed in the TIP, up to the apportionment level for that fiscal year for that fund source, within the fiscal year in which the funds are to be obligated/transferred by the Federal Highway Administration (FHWA) or obligated by the Federal Transit Administration (FTA), or awarded in a FTA grant. This improves the overall management of federal Obligation Authority (OA) within the region and ensures that OA is available for projects that are programmed in a particular fiscal year.

Projects selected for federal funding must have a demonstrated ability to use the funds within the established federal, state and regional funding deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP.

Annual Listing of Obligated Projects

By federal requirement, MTC publishes at the end of each calendar year an annual listing of obligated projects, which is a record of project delivery for the previous year. The publication of this list is in response to 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(4)(B), 49 U.S.C. 5303(j)(7)(B), and 49 U.S.C. 5304(g)(4)(B) as revised by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that require "...an Annual Listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (TIP)."

When a project reaches a point that funds will need to be expended, a request is sent from Caltrans to the Federal Department of Transportation requesting verification that there are funds available for reimbursement. This verification of fund availability "obligates" the funds for use as soon as expenditures occur. Fund obligations are a measure of the progress being made on a project. Projects for which funds have been obligated are not necessarily initiated or completed in the program year, and the amount of the obligation will not necessarily equal the total cost of the project. It is possible that unused funds may be credited back when not needed at the completion of a project phase resulting in a negative obligation. For Federal Transit Administration (FTA) projects, obligation occurs when the FTA grant is awarded.

The listing also is intended to increase the awareness of government spending on transportation projects to the public. Copies of this annual listing may be obtained from MTC's Web site: <http://www.mtc.ca.gov/funding/delivery/> or by calling MTC's Library at 510.817.5836. The list for FY2007-08 is included in Appendix A-22.

Expedited Project Selection Process

Federal Regulations 23 Code of Federal Regulations (CFR) Part 450.330 allow for the movement of projects within the period of the TIP and FSTIP subject to procedures agreed to by partnering agencies, including the State and transit operators within the region. MTC, as the Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region

has a process in place, as outlined below, developed in consultation with the region's transportation partners that permits the movement of projects consistent with the Expedited Project Selection Process outlined in Code of Federal Regulations (CFR) 450.330. The projects listed within the TIP have all been selected based on the regulations in 23 CFR Part 450. Federal Regulation 23 CFR Part 450.330 allows for the movement of projects within the TIP/FSTIP subject to procedures agreed to by the partnering parties. This procedure is outlined as follows.

All movements must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding of the TIP.

For regional Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) funds, and other funds administered by the Federal Highways Administration (FHWA), MTC has developed a project funding delivery policy through extensive consultations with its regional transportation partners including the Bay Area transit operators, Congestion Management Agencies (CMA's), counties, FHWA, FTA and Caltrans. The *Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised April 26, 2006)* details how project-funding deadlines and fund management requirements are enforced and how projects may be moved within the time period of the adopted TIP. The policy satisfies the requirement of the expedited project selection procedures as stated in CFR 450.330. The project funding delivery policy is also embedded in the TIP amendment procedures, adopted along with the 2009 TIP. Although a TIP amendment is not required at the time a project is moved, an amendment may be processed following each federal fiscal year to reconcile the TIP for financial constraint purposes.

For projects within the State Transportation Improvement Program (STIP), MTC will move projects subject to amendment or allocation approval by the California Transportation Commission (CTC). Caltrans may move projects in the State Highway Operation Protection Program (SHOPP) document within the TIP/FSTIP period without amending the TIP, with notification to MTC.

Caltrans Division of Local Assistance has implemented a project selection process for the Highway Bridge Program (HBP), Highway Safety Improvement Program (HSIP), Safe Routes to School (SR2S) Program and other State-administered Local Assistance programs to produce the TIP listing of projects. This process was developed in cooperation with the implementing agencies, FHWA, the MPOs, and HBP Advisory Committee. Caltrans, MTC and the transit operators agree that the Caltrans Division of Local Assistance may move projects within the HBP, HSIP, SR2S and other State-administered Local Assistance programs within the TIP/FSTIP period without amending the TIP, with notification to MTC.

For FTA administered funds, projects may be moved within the period of the TIP/FSTIP at the request of the agency, as long as funding is available and the change does not negatively impact the delivery or availability of funds for other projects ready for obligation.

Implementing agencies wishing to advance projects using their own local funds until federal funds are available may request Advance Construction Authorization (ACA) from Caltrans, or pre-award authority from FTA to proceed with the project using local funds until OA and apportionment becomes available. In accordance with the Regional Project Funding Delivery

Policy (MTC Resolution No, 3606) projects using ACA or FTA Grant Award Authority for FHWA-administered funds have priority for federal obligations when the availability of Obligation Authority is limited.

Financial Constraint

The TIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. In developing the 2009 TIP, MTC has taken into consideration the transportation funding revenues expected to be available during the four years of the TIP (Federal FY 2008-09 through FY 2011-12), and has found the 2009 TIP to be financially constrained by program and by year.

Additionally, this constraint requirement applies to each of the four program years and because the San Francisco Bay Area is an air quality non-attainment area, only projects with committed or reasonably available funded committed to the project may be programmed in the final two years of the TIP.

Fiscal constraint requirement encompasses both the operation and maintenance of capital projects in the TIP and the estimated costs of maintaining and operating the transportation system as a whole. The framework of both MTC's current Regional Transportation Plan and 2009 Transportation Improvement Program meet this requirement.

The 2009 TIP is a compilation of mostly previously programmed projects, reflecting previous programming actions by the Commission. Examples include Corridor Mobility Improvement Account (CMIA) program, Urban Partnership Program (UPP), Proposition 1B projects, the Regional Transportation Improvement Program (RTIP), federal transit formula grant projects (Section 5307 and 5309), Surface Transportation Projects (STP), Congestion Mitigation and Air Quality (CMAQ) and Transportation Enhancement Activities (TE) authorized by the extension of TEA-21 and SAFETEA. The TIP also includes Toll Bridge projects and regionally significant local projects approved and funded by transportation agency partners and/or referenda. Examples here include the recent voter approved toll increase in the Bay Area, Regional Measure 2, and the two new county sales tax measures for transportation in Marin and Sonoma counties.

The constrained 2009 TIP also includes available State funds, including Traffic Congestion Relief Program (TCRP) and State Transportation Improvement Program (STIP) funds, utilizing the latest fund estimates released by the State.

MTC continuously monitors developments in funding programs and funding needs of transportation projects, as reflected by the TIP project listing. Any significant changes will be reviewed by MTC and its transportation partners; and, if needed, MTC will take appropriate actions, such as a TIP Amendment, to maintain the financial constraint state of the TIP.

Primary Funding Programs

Descriptions and Availability Summary

The TIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be available. In developing the 2009 TIP, MTC has taken into consideration the transportation funding revenues expected to be available during the four years of the TIP (Federal FY 2008-09 through FY 2011-12), and has found the 2009 TIP to be financially constrained. The following is a financial summary of the primary fund sources within the four years of the TIP (all dollar amounts shown in thousands).

Federal Funds

Federal Transit Administration Section 5307: The FTA Section 5307 funds are distributed to urbanized areas by the Federal Transit Administration based on population and service factors for the five large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and population factors for the seven small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma. MTC prioritizes these funds for transit capital replacement projects such as revenue vehicles and fixed guideway, however, some funds are used for transit operations and system enhancements. The next programming cycle is anticipated to take place in Fall 2008 and will cover the FY 2009-10 through FY 2010-11 with periodic updates to assure the most critical projects move forward. Revenue estimates may include prior year carryover funds.

FTA 5307	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$223,037	\$231,959	\$241,237	\$250,887	\$947,120
Programmed Amount	\$208,355	\$ --	\$ --	\$ --	\$208,355
Unprogrammed Balance	\$14,682	\$231,959	\$241,237	\$250,887	\$738,765

Federal Transit Administration Section 5309-Fixed Guideway (FG) – The FTA Section 5309 FG are also formula funds and are distributed based on fixed guideway service factors to large urbanized areas. MTC programs the FTA 5309 FG funds using the same criteria and schedule as the FTA Section 5307 funds. The eligibility for these funds, however, are limited to the region's fixed guideway systems including rail, ferry, and buses operating on dedicated right-of-way as prescribed by Title 23. The next programming cycle is anticipated to take place in Fall 2008 and will cover the FY 2009-10 through FY 2010-11 with periodic updates to assure the most critical projects move forward. Revenue estimates may include prior year carryover funds.

FTA 5309 FG	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$129,632	\$134,818	\$140,210	\$145,819	\$550,479
Programmed Amount	\$128,951	\$120,150	\$ --	\$ --	\$249,101
Unprogrammed Balance	\$69	\$2,394	\$130,076	\$138,072	\$270,611

Federal Transit Administration Section 5309 Bus and Bus Facilities – The FTA Section 5309 Bus program is usually distributed by Congress directly to transit operators and other agencies through discretionary earmarks and is used to fund bus expansion and enhancement projects. Since the funds are purely discretionary, they cannot be programmed prior to congressional action.

FTA 5309 Bus	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$30,863	\$32,097	\$33,381	\$34,716	\$131,057
Programmed Amount	\$10,967	\$ --	\$ --	\$ --	\$10,967
Unprogrammed Balance	\$19,896	\$32,097	\$33,381	\$34,716	\$120,090

Federal Transit Administration Capital Investment Grants – The FTA Capital Investment Grants program is a nationally competitive program and is used to fund new and expanded fixed guideway systems. This program includes the New Starts and Small Starts funding categories.

FTA 5309 CIG	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$2,500	\$2,600	\$2,700	\$2,800	\$2,500
Programmed Amount	\$ --	\$1,960	\$ --	\$ --	\$ --
Unprogrammed Balance	\$2,500	\$640	\$2,700	\$2,800	\$2,500

Federal Transit Act Section 5310 Elderly and Disabled Program – FTA Section 5310 funds are available to non-profit agencies and local governments that provide transportation services to elderly and/or disabled persons where public transportation is otherwise insufficient, inappropriate, or unavailable. Within California, Caltrans is the designated recipient for these funds, and MTC coordinates the local region's grant review process. This is a competitive program which funds capital equipment, including buses, vans, computers and software, radios, wheelchair lifts, and other transportation-related equipment. The California Transportation Commission is expected to adopt the FY 2007-08 program of projects in October. The revenue estimates for FY 2007-08 and beyond are based on the prior year funding levels escalated at 2%. The next programming cycle will begin in January 2009, and will develop funding priorities for FY 2008-09. In SAFETEA requires that projects be derived from a Coordinated Transit-Human Services Plan. The Bay Area's Coordinated Plan was adopted in December 2007.

FTA 5310	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$3,841	\$3,995	\$4,155	\$4,321	\$16,312
Programmed Amount	\$ --	\$ --	\$ --	\$ --	\$ --
Unprogrammed Balance	\$3,524	\$3,594	\$3,666	\$3,739	\$14,523

Federal Transit Act Section 5311 Non-Urbanized Formula Program – FTA Section 5311 funds are available to transit operators and Tribal governments that provide transportation services in non-urbanized areas. MTC develops the funding priorities for the Bay Area in conjunction with Caltrans who is the designated recipient and administers the funds. This is a competitive program that provides funds for capital, operating expenses, and related equipment for transportation services. Currently, funds are programmed through FY2008-09.

FTA 5311	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$2,112	\$2,197	\$2,285	\$2,376	\$8,970
Programmed Amount	\$1,350	\$1,235	\$ --	\$ --	\$2,585
Unprogrammed Balance	\$762	\$962	\$2,285	\$2,376	\$6,385

Federal Transit Act Section 5316 Job Access and Reverse Commute Program (JARC) – FTA Section 5316 funds are available for job access projects designed to transport welfare

recipients and other eligible low income individuals to and from jobs and other trips related to employment. Under SAFETEA, the JARC program was changed from a competitive discretionary grants program to a formula program apportioned to urbanized and non-urbanized areas based on the number of low-income and welfare recipients. Revenue estimates include the region's Large Urbanized Area funds. Small and Non-Urbanized Area funds for the MTC region are subject to a statewide competitive program and therefore were not included in the estimates below. SAFETEA requires that projects be derived from a Coordinated Transit-Human Services Plan. The Bay Area's Coordinated Plan was adopted in December 2007.

FTA 5316	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$2,411	\$2,508	\$2,608	\$2,713	\$10,240
Programmed Amount	\$ --	\$ --	\$ --	\$ --	\$ --
Unprogrammed Balance	\$2,176	\$2,357	\$2,486	\$2,620	\$9,639

Federal Transit Act Section 5317 New Freedom Program – FTA Section 5317 is a new program created by SAFETEA that provides formula funding for new transportation services and public transportation alternatives beyond those required by ADA to assist persons with disabilities. The New Freedom program is apportioned to urbanized areas and non-urbanized areas based on the disabled populations. Revenue estimates include the region's Large Urbanized Area funds. Small and Non-Urbanized Area funds for the MTC region are subject to a statewide competitive program and therefore were not included in the estimates below. SAFETEA requires that projects be derived from a Coordinated Transit-Human Services Plan. The Bay Area's Coordinated Plan was adopted in December 2007.

FTA 5317	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$1,815	\$1,888	\$1,963	\$2,042	\$7,708
Programmed Amount	\$ --	\$ --	\$ --	\$ --	\$ --
Unprogrammed Balance	\$1,815	\$1,888	\$1,963	\$2,042	\$7,708

Federal Discretionary Programs (Earmarks): Congress annually funds transportation projects of special importance to members of Congress. Since the funds are purely discretionary, they cannot be estimated nor programmed prior to congressional action.

Federal Earmarks	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$203,011	\$25,906	\$4,540	\$9,196	\$242,652
Programmed Amount	\$203,011	\$25,906	\$4,540	\$9,196	\$242,652
Unprogrammed Balance	\$0	\$0	\$0	\$0	\$0

Regional Surface Transportation Program (STP): Federal transportation legislation authorizes the State of California to distribute regional Surface Transportation Program (STP) funds to areas within the State based on urbanized population shares. MTC pools the STP funds coming to the San Francisco Bay Area with CMAQ funds to develop a comprehensive and multi-modal program, the STP/CMAQ Program. MTC has established various programs, cooperatively developed with our transportation partners funded by the STP/CMAQ. Primary beneficiary programs of STP are the Local Streets and Road Rehabilitation Shortfall Program, the Transit Capital Rehabilitation Shortfall Program, regional operations programs such as 511 TravInfo™ and Regional Transit Information Systems and planning activities such as Station Area Planning and the Transportation for Livable Communities Planning Programs (TLC). Programming is based on apportionments provided by Caltrans and the Federal Highway Administration (FHWA). STP apportionments for the SAFETEA period (FY2005-06 through

FY2008-09) are fully programmed FY 2009-10 is post SAFETEA, and will be programmed through a TIP amendment at a later date, once programming policies are adopted by the Commission.

STP	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$76,130	\$77,502	\$78,899	\$80,321	\$312,852
Programmed Amount	\$63,632	\$ --	\$ --	\$ --	\$63,632
Unprogrammed Balance	\$12,498	\$77,502	\$78,899	\$80,321	\$249,220

Congestion Mitigation and Air Quality Improvement Program (CMAQ): Federal transportation legislation authorizes the State of California to spend Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in air basins that are not in compliance with federal air quality standards. California distributes CMAQ funds to the metropolitan planning organizations (MPOs) based on population and the severity of non-attainment of air quality standards in a particular air basin. MTC pools the CMAQ funds coming to the San Francisco Bay Area with STP funds to develop a comprehensive and multi-modal program, the STP/CMAQ Program. The CMAQ program funds programs that address air quality strategies, such as the Transportation for Livable Communities/ Housing Incentive Program (TLC/HIP), the Regional Bicycle and Pedestrian Program, Lifeline Program, the Free Transit Program, which provides commuters with free transit trips on days with the potential to exceed clean air standards, TransLink® (universal fare card), Regional Rideshare, and TOS/Incident Management strategies on the highway system.

The amounts available for programming were provided by Caltrans and the Federal Highway Administration (FHWA). CMAQ apportionments in SAFETEA are fully programmed. FY 2009-10 is post SAFETEA, and will be programmed through a TIP amendment at a later date, once programming policies are adopted by the Commission.

CMAQ	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$71,400	\$72,685	\$73,993	\$75,325	\$299,404
Programmed Amount	\$48,333	\$ --	\$ --	\$ --	\$48,333
Unprogrammed Balance	\$25,466	\$72,685	\$73,993	\$75,325	\$245,070

Other Federal Funds: This is a combination of federal formula funds and grants from various federal agencies, including, Department of Homeland Security and the Federal Lands Highway Program. Federal Lands and Highway Program are programmed in the TIP whenever award notification is received from the federal grantor agency.

Other Federal	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$350	\$10,966	\$ --	\$ --	\$11,316
Programmed Amount	\$350	\$10,966	\$ --	\$ --	\$11,316
Unprogrammed Balance	\$0	\$0	\$0	\$0	\$0

State Funds

SHOPP: The purpose of the State Highway Operation and Protection Program (SHOPP) is to preserve and protect the State highway system. In accordance with Streets and Highways Code Section 164.6, the SHOPP is a four-year program of projects with the purpose of collision reduction, bridge preservation, roadway preservation, roadside preservation, mobility or facilities related to the state highway system. The most recent programming is the 2008 SHOPP covering

the four-year period from fiscal years 2008/09 through 2011/12, and like the RTIP, the SHOPP is updated every two years. The amount available for programming, and the actual programmed amount reflect the SHOPP funding available to the region as approved by the California Transportation Commission (CTC). The funds do not include the State STP funds.

SHOPP	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$244,374	\$191,186	\$ 18,867	\$ 6,381	\$527,342
Programmed Amount	\$244,374	\$191,186	\$ 18,867	\$ 6,381	\$527,342
Unprogrammed Balance	\$0	\$0	\$0	\$0	\$0

Regional Transportation Improvement Program (RTIP): The RTIP is a five-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Improvement Fund (TIF) and other funding sources. The RTIP comprises 75% of the State Transportation Improvement Program (STIP). Working from a California Transportation Commission (CTC) estimate based on population and road miles, MTC prepares the Bay Area's RTIP based on the current Regional Transportation Plan priorities established by county congestion management agencies, and on comments from interested citizens and project sponsors. The RTIP is updated every two years. The amount available for programming, and the actual programmed amount reflect the County Share balances and programming targets of the 2008 STIP Fund Estimate, and funding committed to the region as proposed by CTC staff for adoption by the California Transportation Commission (CTC) on May 29, 2008. The next STIP cycle will be in 2010.

RTIP	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$216,102	\$131,197	\$137,738	\$130,070	\$615,107
Programmed Amount	\$213,841	\$130,070	\$134,142	\$127,224	\$605,277
Unprogrammed Balance	\$2,261	\$1,127	\$3,596	\$2,846	\$9,830

Interregional Transportation Improvement Program (ITIP): The ITIP is a five-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Improvement Fund (TIF) and other funding sources. The ITIP comprises of 25% of the STIP and addresses transportation infrastructure needs that cross metropolitan boundaries and link the state's transportation system. The amount available for programming, and the actual programmed amount reflect the STIP funding committed to the region as proposed by CTC staff for adoption by the California Transportation Commission (CTC) on May 29, 2008. The next STIP cycle will be in 2010.

ITIP	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$16,406	\$12,526	\$36,760	\$82,525	\$148,217
Programmed Amount	\$16,406	\$12,526	\$36,760	\$82,525	\$148,217
Unprogrammed Balance	\$0	\$0	\$0	\$0	\$0

Traffic Congestion Relief Program: The Traffic Congestion Relief Program (TCRP) is a program enacted by former Governor Gray Davis. The program authorized \$4.9 billion in complete or partial funding of approximately 150 projects statewide. The goal of the program is to relieve congestion, provide safe and efficient movement of goods and provide connections between various modes of travel. Based on the 2008 STIP Fund Estimate, remaining unallocated projects may experience difficulty in receiving allocations as originally planned. TCRP funds in the TIP occur in the years expected to receive allocations or Letters of No Prejudice (LONPs) from the CTC.

TCRP	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$53,970	\$137,740	\$0	\$0	\$191,710
Programmed Amount	\$53,970	\$137,740	\$0	\$0	\$191,710
Unprogrammed Balance	\$0	\$0	\$0	\$0	\$0

Proposition 1B: In November 2006, California voters approved Proposition 1B, which authorized the sale of almost \$20 billion worth in bonds to deliver transportation projects in the state. Proposition 1B included numerous programs for funding, including Corridor Mobility Improvement Account (CMIA), Trade Corridors Improvement Fund (TCIF), Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), Traffic Light Synchronization Program (TLSP), Transit Security Grant Program (TSGP) and the augmentation of the 2006 Regional Transportation Improvement Program (RTIP). Each of these programs differ in how funding is programmed, approved and allocated. Generally, the authority to approve Proposition 1B funds either lies with the State (through the California Transportation Commission, Caltrans, The State office of Homeland Security or the State Controller's Office) or with local or regional agencies (including transit operators). Since these funds are derived from the sale of bonds, they are one-time only and availability depends on the proceeds of the bond sales, which is determined by the State Treasurer's Office. Proposition 1B funds are programmed in the TIP in the year which funds are requested.

Proposition 1B	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$707,363	\$588,194	\$409,145	\$264,800	\$1,969,502
Programmed Amount	\$707,363	\$588,194	\$409,145	\$264,800	\$1,969,502
Unprogrammed Balance	\$0	\$0	\$0	\$0	\$0

Local/Regional Funding

Bridge Tolls (Toll on state-owned bridges) – Bridge Toll funding is funding generated from toll collected on the seven state-owned toll bridges in the bay area. Bay Area Toll Authority (BATA) programs, administers and allocates base toll revenues from the seven state-owned bridges to Caltrans for the day-to-day operations, maintenance and administration of these bridges, as well as their capital improvement and rehabilitation. BATA also serves as a pass-through agency for RM2 bridge toll funds to specific voter-approved projects to relieve traffic congestion in bridge corridors, earthquake retrofit of state-owned toll bridges and other traffic mitigation projects related to retrofit work. Other bridge toll funding programs include voter-approved RM1 projects to relieve traffic congestion in bridge corridors, AB 664 Net Bridge Toll Revenues, which are used to match federal- and state-funded transit capital projects that relieve congestion on the San Francisco-Oakland Bay, San Mateo-Hayward and Dumbarton bridges, and Two Percent Bridge Tolls revenues, which are derived from the transit element of RM1 and fund specific ferry capital projects.

Bridge Tolls	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$467,005	\$468,604	\$470,210	\$471,825	\$1,877,644
Programmed Amount	\$435,479	\$423,253	\$50,000	\$21,458	\$930,190
Unprogrammed Balance	\$31,526	\$45,351	\$420,210	\$450,367	\$947,454

Other Local Funding - Includes 1/2¢ Sales Tax for transit and other highway improvements in Alameda, San Francisco, Contra Costa, Santa Clara, San Mateo, Sonoma and Marin Counties.

It does not include pending sales tax measure like the ones in Napa and Solano Counties. Other local funding also includes Garvee Bond financing by local agencies, gas tax subventions, and Transportation Development Act (TDA) Articles 4 and 8 (1/4-cent sales tax) for transit operating assistance and capital projects. Programming of local funding takes place as the discretion of local collecting agencies.

Other local	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Totals
Available For Programming	\$1,292,511	\$847,559	\$1,055,294	\$328,187	\$3,523,552
Programmed Amount	\$1,292,511	\$847,559	\$1,055,294	\$328,187	\$3,523,552
Unprogrammed Balance	\$0	\$0	\$0	\$0	\$0

METROPOLITAN TRANSPORTATION COMMISSION
2009 Federal Transportation Improvement Program
Figure 1: Financial Constraint

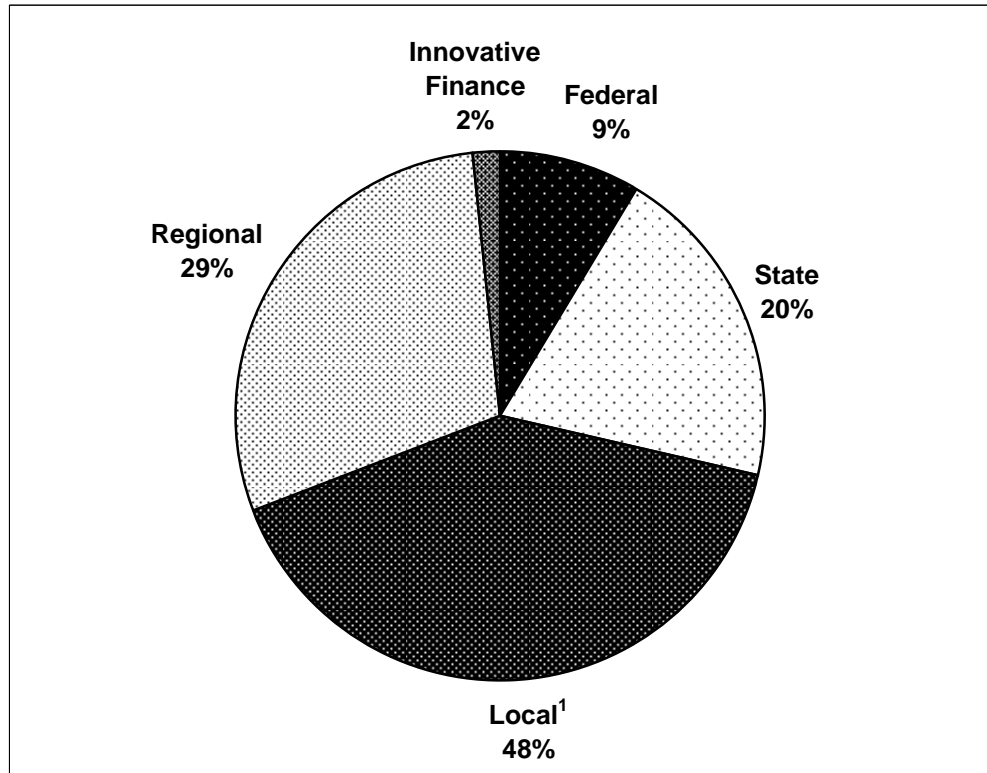
REVENUE VERSUS PROGRAMMED			FIRST 4 YEARS (See FSTIP Cycle)							
			2008/09		2009/10		2010/11		2011/12	
		Revenue	Programmed	Revenue	Programmed	Revenue	Programmed	Revenue	Programmed	
LOCAL	Sales Tax	\$1,061,787,340	\$742,727,806	\$1,145,499,975	\$446,469,937	\$1,085,866,572	\$378,490,000	\$1,096,679,617	\$124,319,314	\$2,697,826,447
	Gas Tax	\$217,023	\$200,000	\$219,628	\$0	\$222,263	\$0	\$224,930	\$0	\$683,844
	Other Local Funds	\$2,654,984,555	\$1,398,288,331	\$2,681,156,588	\$996,379,664	\$2,707,586,616	\$925,002,420	\$2,734,277,184	\$203,932,273	\$7,254,402,254
	-- Other (registration fees (AB434) and Prop 42)	\$2,654,984,555	\$1,292,510,984	\$2,681,156,588	\$847,559,164	\$2,707,586,616	\$1,055,294,420	\$2,734,277,184	\$328,187,173	\$7,254,453,201
	Transit	\$53,025,295	\$4,290,422	\$48,734,873	\$0	\$48,734,873	\$0	\$48,734,873	\$0	\$194,939,492
	-- Transit Fares	\$48,734,873	\$0	\$48,734,873	\$0	\$48,734,873	\$0	\$48,734,873	\$0	\$194,939,492
	-- Other Transit	\$4,290,422	\$4,290,422	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Tolls (e.g., non-state owned bridges)	\$85,400,000	\$0	\$85,800,000	\$0	\$86,200,000	\$0	\$86,600,000	\$0	\$344,000,000
	Other (e.g., RTEP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Local Total	\$3,770,014,214	\$2,145,306,559	\$3,875,611,063	\$1,442,849,601	\$3,842,410,324	\$1,303,492,420	\$3,879,916,604	\$328,251,587	\$10,148,052,037
REGIONAL	Tolls	\$1,570,490,520	\$1,179,150,825	\$1,621,131,811	\$538,253,000	\$1,674,705,521	\$50,000,000	\$1,730,837,056	\$21,458,000	\$4,808,303,084
	-- Bridge	\$467,004,913	\$435,479,100	\$468,603,628	\$423,253,000	\$470,210,337	\$50,000,000	\$471,825,080	\$21,458,000	\$947,453,857
	--AB1171-AB1144	\$1,103,485,608	\$743,671,725	\$1,152,528,183	\$115,000,000	\$1,204,495,184	\$0	\$1,259,011,976	\$0	\$3,860,849,226
	Regional Bond Revenue (PROP 1B)	\$923,588,780	\$707,362,500	\$642,970,780	\$588,193,085	\$752,910,780	\$409,144,043	\$650,280,780	\$264,800,000	\$1,000,251,490
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Vehicle Registration Fees (CARB Fees, SAFE)	\$33,137,771	\$0	\$33,624,793	\$0	\$34,028,697	\$29,000,000	\$34,412,652	\$0	\$106,203,913
	Other	\$0	\$0	\$0	\$0	\$29,000,000	\$0	\$0	\$0	\$29,000,000
	Regional Total	\$2,527,217,070	\$1,886,513,325	\$2,297,727,384	\$1,126,446,085	\$2,490,644,998	\$488,144,043	\$2,415,530,488	\$286,258,000	\$5,943,758,487
	State Highway Operations and Protection Program (SHOPP)	\$244,374,000	\$244,374,000	\$314,220,000	\$314,220,000	\$214,156,000	\$214,156,000	\$176,834,000	\$176,834,000	\$0
	State Transportation Improvement Program (STIP)	\$232,508,000	\$229,309,540	\$143,723,000	\$142,617,800	\$174,498,000	\$170,585,830	\$212,595,000	\$210,261,553	\$10,549,277
STATE	State Cash	\$118,848,900.00	\$118,848,900.00	\$34,673,300.00	\$34,673,300.00	\$18,715,600.00	\$18,715,600.00	\$12,966,300.00	\$12,966,300.00	\$0
	Emergency State Repair	\$3,902,000	\$3,902,000	\$1,859,000	\$1,859,000	\$1,000,000	\$1,000,000	\$0	\$0	\$0
	Traffic Congestion Relief Program	\$53,970,000	\$53,970,000	\$137,740,000	\$137,740,000	\$0	\$0	\$0	\$0	\$0
	State (STP)	\$230,746,000	\$230,746,000	\$191,186,000	\$191,186,000	\$18,867,000	\$18,867,000	\$6,381,000	\$6,381,000	\$0
	Carryover from Prior Years	\$0	\$0	\$6,408,000	\$6,408,000	\$4,781,000	\$4,781,000	\$0	\$0	\$0
	Other (BTA, Other State)	\$9,970,962	\$9,970,962	\$40,500,000	\$40,500,000	\$0	\$0	\$0	\$0	\$0
	State Total	\$894,319,862	\$891,121,402	\$870,309,300	\$869,204,100	\$432,017,600	\$428,105,430	\$408,776,300	\$406,442,853	\$10,549,277
	Bus and Bus Related Grants (5309c)	\$30,863,000	\$10,966,745	\$32,097,000	\$0	\$33,381,000	\$0	\$34,716,000	\$0	\$120,090,255
	Elderly & Persons with Disabilities Formula Program (5310)	\$2,411,477	\$0	\$2,507,936	\$0	\$2,608,254	\$0	\$2,712,584	\$0	\$10,240,250
	Fixed Guideway Modernization (5309a)	\$129,632,000	\$114,671,192	\$134,818,000	\$200,000	\$140,210,000	\$0	\$145,819,000	\$0	\$435,607,808
FEDERAL TRANSIT	Job Access and Reverse Commute Program (5316)	\$2,411,477	\$0	\$2,507,936	\$0	\$2,608,254	\$0	\$2,712,584	\$0	\$10,240,250
	New and Small Starts (Capital Investment Grants) (5309b)	\$2,500,000	\$0	\$2,600,000	\$1,960,000	\$2,700,000	\$0	\$2,800,000	\$0	\$8,640,000
	New Freedom (SAFETEA-LU)	\$1,815,000	\$0	\$1,888,000	\$0	\$1,963,000	\$0	\$2,042,000	\$0	\$7,708,000
	Nonurbanized Area Formula Program (5311)	\$2,112,000	\$1,350,000	\$2,197,000	\$1,235,000	\$2,285,000	\$0	\$2,376,000	\$0	\$6,385,000
	Urbanized Area Formula Program (5307)	\$223,037,000	\$208,355,276	\$231,959,000	\$0	\$241,237,000	\$0	\$250,887,000	\$0	\$738,764,724
	Other (5339 and TSGP)	\$121,000	\$121,000	\$480,000	\$480,000	\$0	\$0	\$0	\$0	\$0
	Federal Transit Total	\$394,902,954	\$335,464,213	\$411,054,872	\$3,875,000	\$426,992,507	\$0	\$444,065,167	\$0	\$1,337,676,287
	Federal Highway Non-Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Congestion Mitigation and Air Quality	\$71,399,873	\$48,333,000	\$72,685,071	\$0	\$73,993,402	\$0	\$75,325,283	\$0	\$245,070,629
	Surface Transportation Program (Regional)	\$76,129,991	\$63,631,580	\$77,502,133	\$0	\$78,898,974	\$0	\$80,320,958	\$0	\$249,220,476
FEDERAL HIGHWAY	Highway Bridge Program (HBP)	\$76,066,000	\$76,066,000	\$77,082,000	\$77,082,000	\$35,514,000	\$35,514,000	\$79,002,000	\$79,002,000	\$0
	Highway Safety Improvement Program (SAFETEA-LU)	\$4,582,000	\$4,582,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Risk Rural Roads (HR3)	\$5,063,445	\$5,063,445	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SAFETEA-LU)* (combined with State Pr	\$6,172,840	\$6,172,840	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$40,272,789	\$40,272,789	\$1,390,000	\$1,390,000	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$279,686,938	\$244,121,654	\$228,659,204	\$78,472,000	\$188,406,376	\$35,514,000	\$234,648,241	\$79,002,000	\$494,291,105
	Federal Highway Discretionary Programs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SAFETEA Transportation Improvements	\$11,779,100	\$11,779,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Non-motorized Transportation Pilot Program	\$12,890,000	\$12,890,000	\$110,000	\$110,000	\$0	\$0	\$0	\$0	\$0
	High Priority Projects	\$132,583,686	\$132,583,686	\$20,966,628	\$20,966,628	\$4,040,000	\$4,040,000	\$9,195,840	\$9,195,840	\$0
Innov. Fin.	Recreational Trails	\$735,000	\$735,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transportation and Community and System Preservation Progra	\$100,000	\$100,000	\$0	\$0	\$500,000	\$500,000	\$0	\$0	\$0
	Other Earmarks (including DEMO, TCSP, NCIP)	\$44,922,639	\$44,922,639	\$4,829,000	\$4,829,000	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$203,010,425	\$203,010,425	\$25,905,628	\$25,905,628	\$4,540,000	\$4,540,000	\$9,195,840	\$9,195,840	\$0
	Federal Highway Total	\$482,697,363	\$447,132,079	\$254,564,832	\$104,377,628	\$192,946,376	\$40,054,000	\$243,844,081	\$88,197,840	\$494,291,105
	Federal TOTAL	\$877,600,317	\$782,596,292	\$665,619,704	\$108,252,628	\$619,938,883	\$40,054,000	\$687,909,248	\$88,197,840	\$1,831,967,392
	Private Developer Fees	\$174,000,000	\$174,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Innovative Financing Total	\$174,000,000	\$174,000,000	\$0	\$0	\$0	\$0	\$26,427,000	\$26,427,000	\$0
	TOTAL	\$8,243,151,463	\$5,879,537,578	\$7,709,267,451	\$3,546,752,414	\$7,385,011,805	\$2,259,795,893	\$7,418,559,640	\$1,135,577,280	\$43,577,653,524
	REVENUE VS. PROGRAMMED TOTAL		\$2,363,613,885		\$4,162,515,037		\$5,125,215,912		\$6,282,982,360	



Figure 2**Programmed TIP Funds by Source (FY2008-09 to FY 2011-12)**

Figures in thousands of dollars

Federal/State/Local	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	Total Funds for 4 year Period
Federal	\$ 877,601	\$ 108,253	\$ 40,054	\$ 88,198	\$ 1,114,106
State	\$ 891,122	\$ 869,205	\$ 428,106	\$ 406,443	\$ 2,594,876
Local ¹	\$ 2,145,307	\$ 1,442,850	\$ 1,303,493	\$ 328,252	\$ 5,219,902
Regional	\$ 1,887,514	\$ 1,126,447	\$ 488,145	\$ 286,259	\$ 3,788,365
Innovative Finance	\$ 174,000			\$ 26,427	\$ 200,427
Total	\$ 5,975,544	\$ 3,546,755	\$ 2,259,798	\$ 1,135,579	\$ 12,917,676

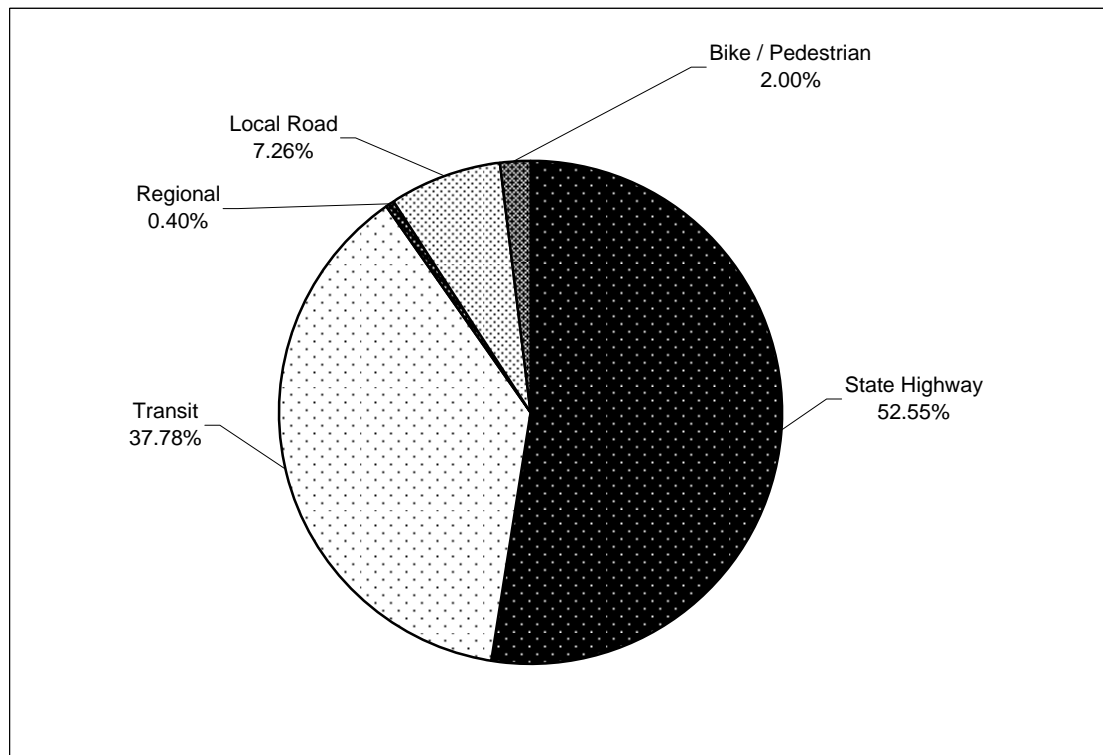


¹ The TIP does not account for all transportation expenditures in the Bay Area. For example, locally Funded Projects that do not significantly affect the regional transportation system or regional air quality and do not need a federal action, are not included in the TIP, although collectively they represent a considerable portion of the overall revenues available to the region for transportation investments. It should be noted that many of these locally funded projects support transit operations and the maintenance of local streets and roads. The dollar value of these non-TIP projects is not represented in these figures, but is included in MTC's long-range Regional Transportation Plan.

**Figure 3: Programmed TIP Funds by Mode and Purpose
FY 2008-09 to FY 2011-12**

Figures in thousand of dollars

Mode	Purpose	Total Funds for 4- year Period	Percent of Total
Bike / Pedestrian	Expansion	\$ 137,356,934	1.06%
	Maintenance / Rehabilitation	\$ 24,947,491	0.19%
	Operations / Other	\$ 96,101,292	0.74%
Bike / Pedestrian Total		\$ 258,405,717	2.00%
Local Road	Expansion	\$ 758,139,098	5.87%
	Maintenance / Rehabilitation	\$ 80,448,967	0.62%
	Operations / Other	\$ 99,381,226	0.77%
Local Road Total		\$ 937,969,291	7.26%
Regional	Expansion	\$ 576,930	0.00%
	Operations / Other	\$ 51,735,951	0.40%
Regional Total		\$ 52,312,881	0.40%
State Highway	Expansion	\$ 3,193,565,863	24.72%
	Maintenance / Rehabilitation	\$ 3,207,308,294	24.83%
	Operations / Other	\$ 387,641,701	3.00%
State Highway Total		\$ 6,788,515,858	52.55%
Transit	Expansion	\$ 2,981,271,945	23.08%
	Maintenance / Rehabilitation	\$ 1,164,165,022	9.01%
	Operations / Other	\$ 735,035,286	5.69%
Transit Total		\$ 4,880,472,253	37.78%
Total		\$ 12,917,676,000	100.00%

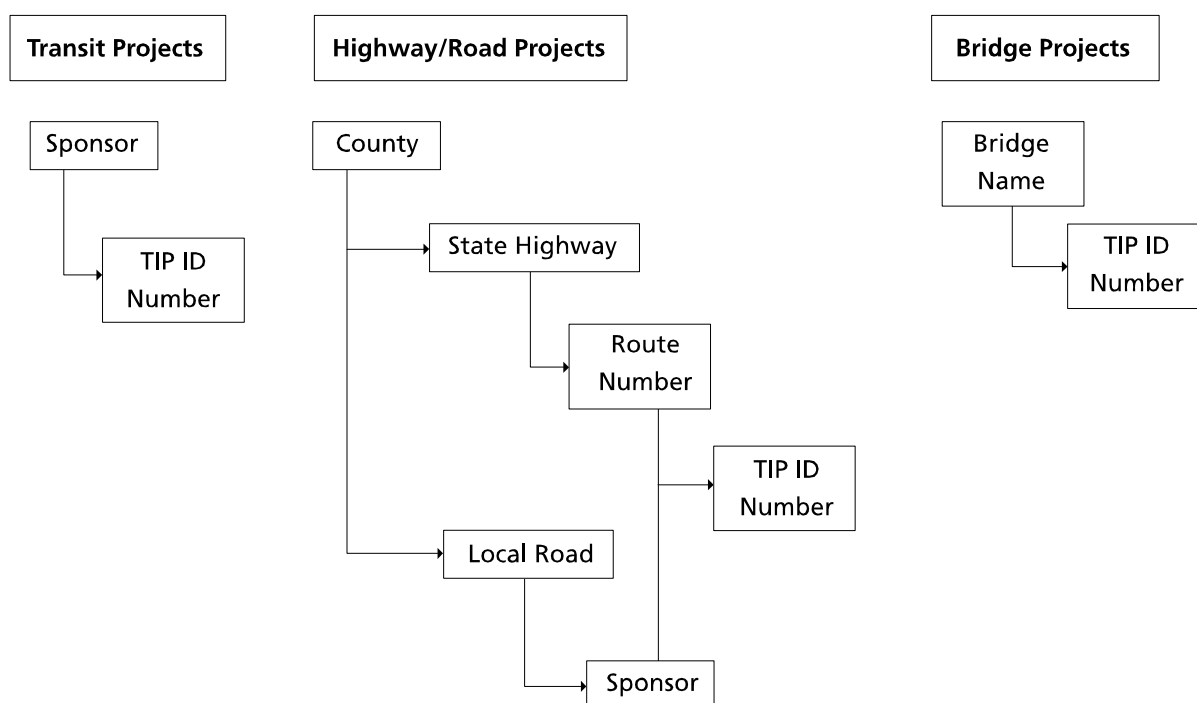


How to Read the Project Listings

Organization

Project listings provide a detailed description for each individual project listed in the 2009 TIP. The projects in the TIP are organized alphabetically by transit agency, followed by roadway projects listed alphabetically by county. Within each county's roadway project listing, the projects are sorted into state highway projects first (by route number), followed by local roadway projects sorted alphabetically by sponsor.

Producing the TIP Sort Order Plan



Key to Format

The detailed listing contains the following information for each project:

Data Label	Definition
TIP ID	A unique number used to identify projects in the TIP.
RTP ID	A unique number used to identify projects in the Regional Transportation Plan (RTP)
CTIPS ID	A unique number used to identify projects in the California Transportation Improvement Program System (CTIPS)
Sponsor	Agency in charge of administering a project.
Co-Sponsor/Implementation Agency	Agency administering or implementing a project in partnership with the Sponsor.
Project Name	Name or title of the project.
Project Description	Brief description of the project and project location.
County	The county in which the project is located.
Mode	The mode of transportation for which the project improvement is attributed: public transit, (Transit), local streets and roads (Local Hwy), State Highway System or Interstate System (State Hwy), and Toll Bridge (Bridge).
Route	The State Highway System (SHS) or State Route (SR) number (if applicable).
Level of Review	For air quality purposes, projects are assigned to receive a particular level of review. AA (Administratively Approved) is for projects exempt from air quality review, PR (Project Review) is for large, capacity increasing projects. Small projects that are not specifically exempted from the CO impact analysis, but can be approved administratively if the sponsor performs a CO "hot spot" analysis are designated AACO.
Air Quality Exempt Code	Air Quality Exemption status per federal Environmental Protection Agency (EPA). A list of Air Quality Exempt Codes may be found in Appendix A-28.
Fund Source	The funding source. A list of all funding sources may be found in Appendix A-23.
Phase	The stage of the project for which the specified funds have been programmed. Phases include: environmental (ENV), design engineering (PSE), Preliminary Engineering (PE), right of way acquisition (ROW), Caltrans support for right of way (ROW-CT), construction (CON), and Caltrans support for construction (CON-CT).
Prior Years	Funding in years prior to the four years of the TIP. These funds are shown for information only and are not part of the four years of the TIP.
Later Years	Funding in years after the four years of the TIP. These funds are shown for information only and are not part of the four years of the TIP.
Total Programming	Total project funding, including prior and later-year funds.
Carryover to FY 2008-09	Carryover of any funding programmed prior to FY 2008-09 that has been obligated but must remain in the current TIP for financial purposes – such as needing funding adjustments for cost savings or cost increases, or awaiting award of a contract or an FTA grant.
FY 2008-09, etc.	Federal Fiscal year. The Federal Fiscal Year (FY) in the TIP is from October 1 to September 30 of the following calendar year. The 2009 TIP covers the four-year period of FY 2008-09, FY 2009-10, FY 2010-11 and FY 2011-12.

Sample project listing:

TIP ID: ALA010060 **County:** Alameda **System:** Transit **RTP ID:** 21468 **CTIPS ID:** 20600002238
Project Name: AC Transit Welfare to Work Program
Project: AC Transit: Operating Assistance to support welfare to work program.
Air Quality Exempt Code: 2.01
Sponsor: Alameda Contra Costa Transit District (AC Transit)

Fund Source	Phase	Prior Years	Carryover to FY2008-09	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	Later Years	Total Programming
5316	CON	\$10,378								\$10,378
OTHER LOCAL	CON	\$12,422								\$12,422
Total Funding:		\$22,800	0	0	0	0	0	0	0	\$22,800

WEB PAGE ACCESS

How to View the TIP on the Internet

The Metropolitan Transportation Commission (MTC) has placed the entire Transportation Improvement Program (TIP) on the Internet. This allows project sponsors and the general public to see what transportation projects are planned in their area and in the MTC region. ,

Individual project listings may also be viewed interactively with the latest information as the TIP is amended through MTC's online (web based) Fund Management System (FMS) at the web address:

http://www.mtc.ca.gov/funding/fms_intro.htm.

To view the TIP on the Internet, the user will need a computer with Internet access capabilities or the user can visit any public library in the Bay Area and ask to use their Internet computer. Once on the startup page of the computer, type in the following Universal Resource Locator (URL) into the address line of the Web browser:

<http://www.mtc.ca.gov>

This will take the user to MTC's Home Page. From this site, the user will then move your mouse to the Site Index section on the left side of the screen and click on the word "*Library*." This will take the user to MTC's Library page.

From MTC's Home Page, using the Site Index section on the left side of the screen and click on the word "*Funding*." This will take the user to MTC's Funding page. The TIP is listed as a feature on this page. Clicking on the "Transportation Improvement Program (TIP)" link will take the user to the TIP page. The user can also access the TIP page using the menu on the left side of the screen under "Funding".

From there the user can follow the on-line instructions to view actual TIP project listings or other portions of the TIP. For easier and faster access to the TIP, once on the startup page of your computer, type in the following URL into the address line and it will take you directly to the TIP Web page:

<http://www.mtc.ca.gov/funding/tip/index.htm>

View Project Locations in the TIP Interactively

To meet new SAFETEA requirements regarding Visualization Techniques, some of the listed projects have been mapped to present the online reader with a visual location of the project. Some projects such as transit operations and maintenance projects, planning projects and studies cannot be mapped. To view the listed projects, visit the FMS application at: http://www.mtc.ca.gov/funding/fms_intro.htm.

Once at the FMS homepage screen, select “Project Search,” and click on “Search” button. It will bring up a complete list of the 2009 TIP projects. A list of all the TIP projects will be displayed. Projects that can be mapped interactively display a button in the left most column of the listing under the “Map It” header. By clicking on this button, a new window containing the project area map should appear.

If you have problems accessing MTC’s on-line TIP, you can contact either:

Srikalyani Srinivasan
Phone: 510-817-5793
Email: ssrinivasan@mtc.ca.gov

or

Marcella Aranda
Phone: 510-817-5814
Email: maranda@mtc.ca.gov

Financially Significant Projects in the 2009 TIP

(Total Project Cost Greater than \$200 Million)

TIP ID	County	Orig TIP	Sponsor	Project Name	Total Project Cost	Project Cost within the TIP Period
ALA977038	Alameda	1997	Caltrans	San Francisco-Oakland Bay Bridge	\$5,665,800,000	\$636,430,000
BRT991003	Various	1999	BART	BART Seismic Retrofit Program	\$1,168,198,000	\$124,136,000
BRT030001	Santa Clara	2003	VTA	BART - Warm Springs to San Jose Extension	\$1,112,272,546	\$691,680,000
SF-010015	San Francisco	2001	TBJPA	Transbay Term/Caltrain Downtown Ext - Ph.1	\$988,238,831	\$364,436,080
SF-991030	San Francisco	1999	SFCTA	US 101 Doyle Drive Replacement	\$987,300,000	\$842,687,000
SF-010037	San Francisco	2001	MUNI	SF Muni Third St LRT Phase 2 - New Central Subway	\$966,380,874	\$328,760,000
ALA050015	Alameda	2005	BART	BART - Warm Springs Extension	\$889,833,000	\$153,700,000
SF-010028	Various	2001	Caltrain	Caltrain Electrification	\$629,320,000	\$389,109,000
CC-050025	Contra Costa	2005	BART	E-BART - East Contra Costa Rail Extension	\$487,250,000	\$436,250,000
BRT990002	Alameda	1999	BART	BART Oakland Airport Connector	\$469,862,999	\$419,631,000
CC-030028	Contra Costa	2003	CCTA	SR 4 East Widening from Somersville to SR 160	\$464,450,000	\$386,550,000
CC-010002	Contra Costa	2001	Caltrans	SR 24 - Caldecott Tunnel 4th Bore	\$420,510,000	\$370,310,000
MRN050034	Marin/Sonoma	2005	TAM	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	\$390,893,000	\$129,100,000
SM-050002	San Mateo	2005	SMCTA	Dumbarton Rail Service	\$335,089,800	\$125,524,000
SCL050009	Santa Clara	2005	VTA	Capitol Expressway LRT Ext: Downtown to E. Valley	\$334,256,000	\$256,517,000
BRT050003	San Francisco	2005	BART	BART Transbay Tube Seismic Retrofit	\$325,378,000	\$71,199,000
SM-979013	San Mateo	1997	Caltrans	SR 1 Devils Slide Bypass	\$322,866,000	\$750,000
SCL990046	Santa Clara	1999	VTA	VTA Preventive Maintenance	\$313,181,407	\$30,343,338
CC-010023	Contra Costa	2001	CCTA	1-680/SR 4 I/C Reconstruction	\$297,546,000	\$15,136,000
MRN970016	Marin	1997	GGBHTD	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	\$272,057,373	\$8,272,000
SOL070020	Solano	2007	STA	I-80/I-680/SR 12 Interchange	\$262,948,000	\$55,448,000
ALA991070	Alameda	1999	AC Transit	AC Transit Preventive Maintenance Program	\$250,190,967	\$24,602,980

Financially Significant Projects in the 2009 TIP

(Total Project Cost Greater than \$200 Million)

TIP ID	County	Orig TIP	Sponsor	Project Name	Total Project Cost	Project Cost within the TIP Period
SF-070027	San Francisco	2007	SFCTA	Yerba Buena Island Ramp Improvements	\$215,450,000	\$36,500,000
ALA050017	Alameda	2005	AC Transit	Enhanced Bus – Telegraph/Int	\$203,770,193	\$43,004,300
Total					\$17,184,351,797	\$6,033,187,398

Financially Significant Grouped Listings in the 2009 TIP

(Total Project Cost Greater than \$200 Million)

TIP ID	County	Orig TIP	Sponsor	Project Name	Total Project Cost	Project Cost within the TIP Period
VAR991005	Various	1999	Caltrans	Grouped Listing SHOPP - Bridge Preservation	\$1,977,415,000	\$370,797,000
MTC050011	Various	2005	Caltrans	Grouped Listing SHOPP - Collision Reduction	\$638,298,000	\$380,003,000
VAR991007	Various	1999	Caltrans	Grouped Listing Local - Highway Bridge Program	\$511,412,000	\$186,017,000
REG070001	Various	2007	Caltrans	Grouped Listing for SHOPP – Emergency Response	\$231,544,000	\$92,816,000
MTC050006	Various	2005	Caltrans	Group Listing SHOPP – Mobility	\$214,236,000	\$60,539,000
VAR991004	Various	1999	Caltrans	Grouped Listing SHOPP - Emergency Response (ER)	\$202,250,000	\$3,850,000
Total					\$5,020,451,000	\$1,475,299,000

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Financially Significant Projects in the 2009 TIP

Project List:

- | | |
|---|---|
| 1 San Francisco-Oakland Bay Bridge
Alameda County
\$5.7 Billion | 12 SR 24 - Caldecott Tunnel 4th Bore
Contra Costa County
\$420.5 Million |
| 2 BART Seismic Retrofit Program
Multiple Counties
\$1.2 Billion | 13 US 101 HOV Lanes: Marin-Sonoma Narrows
Marin County
\$390.9 Million |
| 3 BART - Warm Springs to San Jose Extension
Santa Clara
\$1.1 Billion | 14 Dumbarton Rail Service
San Mateo County
\$335.1 Million |
| 4 Transbay Terminal/ Caltrain Downtown Extension Phase 1
San Francisco
\$988.2 Million | 15 Capitol Expressway Light Rail Extension: Downtown to East Valley
Alameda County
\$334.3 Million |
| 5 US 101 Doyle Drive Replacement
San Francisco
\$987.3 Million | 16 BART Transbay Tube Seismic Retrofit
San Francisco
\$325.4 Million |
| 6 Muni Third St Light Rail Phase 2 - New Central Subway
San Francisco
\$966.4 Million | 17 SR 1 Devils Slide Bypass
San Mateo County
\$322.9 Million |
| 7 BART - Warm Springs Extension
Alameda County
\$889.8 Million | 18 I-680/Hwy 4 Interchange Reconstruction
Contra Costa
\$297.6 Million |
| 8 Caltrain Electrification
Multiple Counties
\$629.3 Million | 19 Golden Gate Bridge Seismic Retrofit Phase: 1 thru 3A
Marin County
\$272.1 Million |
| 9 eBART - East Contra Costa Rail Extension
Contra Costa County
\$487.3 Million | 20 I-80/I-680/Hwy 12 Interchange
Solano County
\$263 Million |
| 10 BART Oakland Airport Connector
Alameda County
\$469.9 Million | 21 Yerba Buena Island Ramp Improvements
San Francisco
\$215.5 Million |
| 11 SR 4 East Widening from Somersville to SR 160
Contra Costa County
\$464.5 Million | 22 AC Transit Enhanced Bus -- Telegraph/International
Alameda
\$203.8 Million |

The following projects are programmatic, and therefore are not shown on the map:







AC Transit Preventative Maintenance
Alameda County
\$250.2 Million

VTA Preventative Maintenance
Santa Clara County
\$313.2 Million

Note: All costs are total project costs.

Project Type

-  Transit Projects
-  Road Projects

-  Freeway
-  Highway
-  Primary road
-  Open space/ park
-  International airport
-  Regional airport

Source: MTC (Programming & Allocations/Planning sections)
Cartography: MTC GIS May 2008
Path: C:\external\GIS\TIP\workspace\proj\Financially_Significant_2009_TIP_Projects\Bart_Map_Back.mxd

Scale:

1 inch equals 15 miles

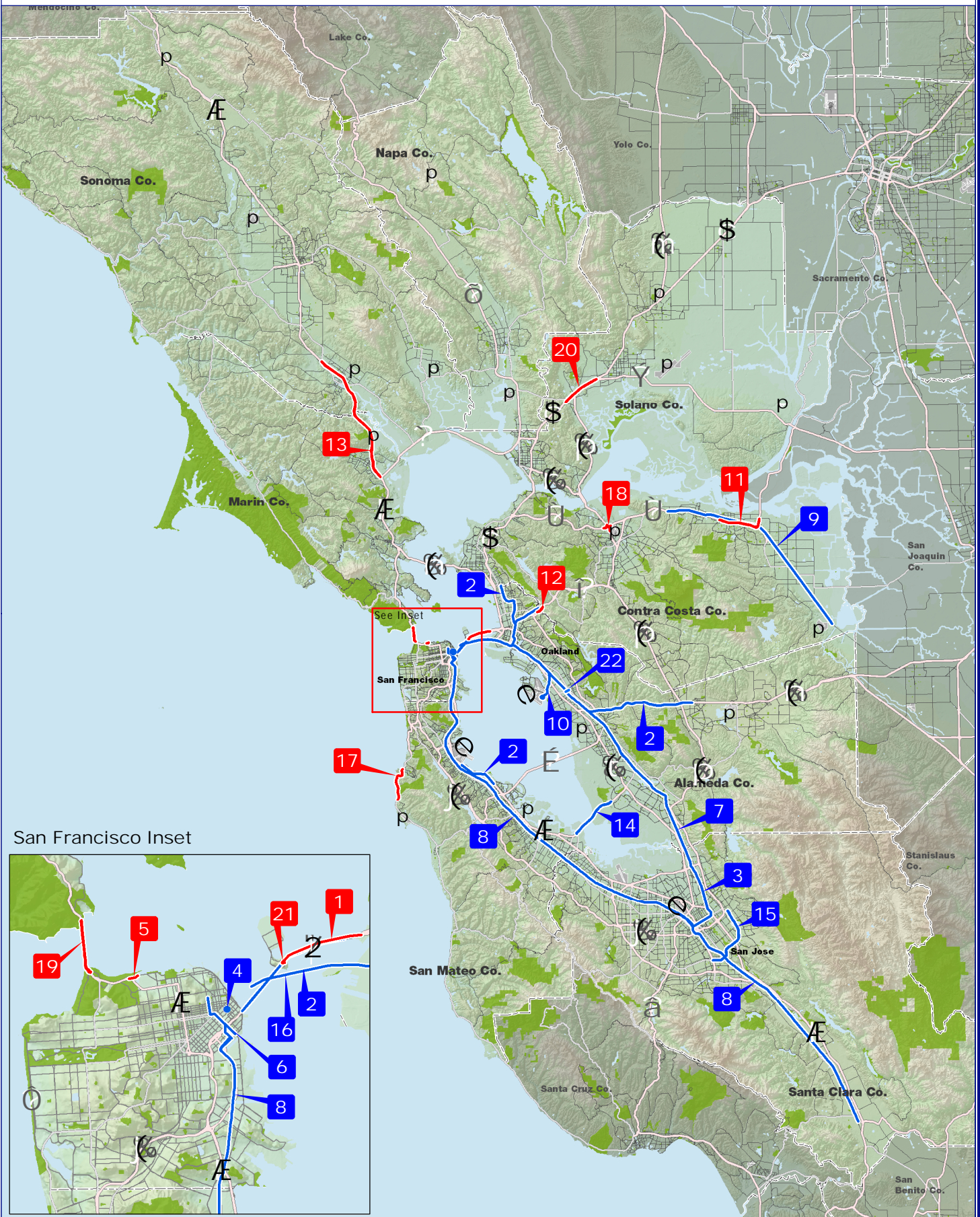
0 1/2 1 mi.



Financially Significant Projects in the 2009 TIP

Transportation Improvement Program (TIP) Mapping Project

Geographic Information Systems Unit



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Contacts for Questions About the TIP

For questions on the TIP, you may contact:

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or

Marcella Aranda
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Email: maranda@mtc.ca.gov

For detailed information on individual projects, the particular project sponsor or lead implementing agency should be contacted directly. General information on the transportation financing process can be found in two MTC publications, *Moving Costs: A Transportation Funding Guide for the Bay Area* and the *ABC's of MTC*. Both are posted on MTC's Web site at <http://www.mtc.ca.gov/library/>. Printed copies are available through the MTC/ABAG Library and may be ordered via e-mail library@mtc.ca.gov, fax (510.817.5848) or telephone (510.817.5836).

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